FOR PEOPLE WHO LOVE THE ADVENTURE OF BOATING

BOATING NEW ZEALAND

www.boatingnz.co.nz

NZ MADE

Kiwi Carbon

MATUKU

ARTNAUTICA SPORTFISHER 60

NZ MADE

ALUKA 823 WALKAROUND

NZ MADE

WRIGHT 52 POWERCAT

+

INNOVISION BOATS
10 YEARS AND GOING STRONG

LUXURY LOUNGING
BENNINGTON PONTOON BOATS

WORLD'S BEST SEA ANCHORS
MOTUEKA-MADE COPPINS SEA ANCHORS

FAR HORIZONS:
TRANSITING THE PANAMA CANAL

QUICK GYRO
STABILISING AN 8.5M SEALEGS 8i

TRAILER YACHTING
IN PRAISE OF THE TRAILER-SAILER

MAY 2023

$11.50 INC GST

VISIT…

LANZAROTE
Caliente.com

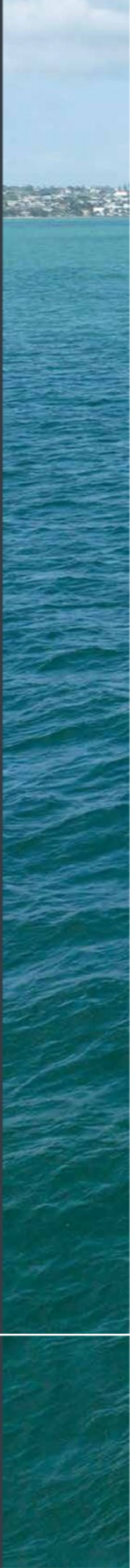
PRESENCE AND POISE

The all new S75 sedan motor yacht combines a synergy of balanced proportions, grace and purpose with an immensity of deck and interior spaces to cater for a vast range of entertaining, relaxation, or adventuring activities. Australian built, its powerful exterior form and grand luxurious interior reset the international standard for cruising sedan motor yachts. Global Launch at the Sanctuary Cove Boat Show. **maritimo.com.au**

S75

Maritimo

Unmatched combination of sea-handling, safety, comfort, and hand crafted elegance.



Sasga Yachts New Zealand
Bruce McGill – Sales Director | 021 748 437 | bruce@sasgayachts.nz
Ernest Henshaw – Director | 021 669 133 | ernest@sasgayachts.nz
Christine Bird – Sales Executive | 021 0220 5398 | christine@sasgayachts.nz

Menorquín 54′ – Vessel available now – ex Auckland

sasga YACHTS

sasgayachts.nz

EDITOR'S NOTE

Kiwi crafted

The May issue of *Boating New Zealand* is something of a celebration of New Zealand-built boats.

That's more by happy chance than design, but it's gratifying to be able to review three such vessels in one issue, as well as showcasing the world's best sea anchor (made in Motueka) and up-and-coming aluminium boat manufacturer Innovision Boats. New Zealand builds some of the best aluminium trailer boats in the world, Innovision's among them.

First up, the Artnautica 60 built by Lloyd Stevenson Boatbuilders is a technical triumph in carbon fibre – a lesson in what New Zealand's marine industry does better than perhaps any other. A one-off, custom design from Dennis Harjamaa, it is a fine example of what's possible when you have the right skills and technical know-how.

Our second review, a Wright 52 powercat built by K2 Marine, is less of a one-off. This Alan Wright design has been around for a while, but like many New Zealand-built boats, it can be customised to suit individual owners. Alan Wright is one of New Zealand's most prolific designers with thousands of boats knocking around the oceans, seas and lakes of the world.

For our third review, we feature the first boat by a newcomer to the industry. The Aluka 823 Walkaround is a large, capable aluminium trailer boat. Blair Stapleton couldn't find the boat he wanted, so he built one himself. With luck, this Aluka is the first of many, with a larger Adventurer model already on the drawing board.

Coincidentally, getting the boat he wanted was also what drove Simon Minoprio to found Innovision Boats. Now 10 years down the track, and with more than 50 trailer boats under their belts, the Innovision Boats team recently expanded manufacturing capacity to meet growing demand. We tell their story on page 34.

Boating, in all its facets, is a big deal in New Zealand. A study commissioned by NZ Marine last year showed 1.9 million New Zealanders take part in boating annually, with more than 1,540,000 boats on the water. It's a $2.9 billion dollar industry with the fleet growing by an estimated 44,810 vessels per year.

This level of interest was reflected at the Auckland Boat Show in March, which was well attended and resulted in strong enquiry and sales for many exhibitors.

Among the larger vessels on show, both imported and New Zealand-built boats drew plenty of interest, including the Elite AT43. This production motor yacht is built by Allan Tongs Boatbuilders who reports their already healthy order book looks even better after the show. It's great to see a New Zealand designed and built production motor yacht striking a chord with New Zealand boaties.

Show enquiries and sales were not restricted to larger vessels either, with trailer boat manufacturers like Tristram Marine reporting excellent results from the show, a sentiment echoed by exhibitors selling ancillary equipment and services.

In a few weeks' time the second major boat show for 2023 will kick off at the Auckland Showgrounds. The iconic Hutchwilco New Zealand Boat Show – traditionally a showcase for trailer boat manufacturers and suppliers of boating gear, fishing tackle, electronics and more – looks set to be equally popular. Hopefully it will be just as successful.

Happy Boating

John Eichelsheim
Editor

BOATING NZ SUBSCRIPTIONS
www.boatingnz.co.nz/subscribe/
Freephone 0508 692 628

sign up to our e-newsletter
www.boatingnz.co.nz

www.facebook.com/boatingnz

www.instagram.com/boatingnz

EDITORIAL CONTACT
(09) 373 3436

GO FURTHER
GO FASTER
SALE

75-150HP

Now's the time to go even further and faster, with the Mercury Go Further Go Faster Sale. We've extended the offers and savings to now include the powerful, efficient, and reliable 75 to 150hp range of FourStroke outboard models. So, if you want to get out on the water, to go further and to go faster, visit your nearest Mercury participating dealer today.

HURRY, LIMITED TIME ONLY AT PARTICIPATING DEALERS

Terms & conditions apply.

mercurymarine.co.nz

MERCURY
GO BOLDLY.

BOATING
May 2023

CONTENTS

REVIEWS

024

024 **Artnautica 60 Sportfisher**

Launched late last year, the 18m sportfisher *Matuku* is a bespoke creation (and then some) from Auckland's Lloyd Stevenson Boatbuilders. She's distinctive for many reasons, but her 100% carbon fibre construction is the defining feature of the overall package.

BY **LAWRENCE SCHÄFFLER**

054 **Aluka 823 Walkaround**

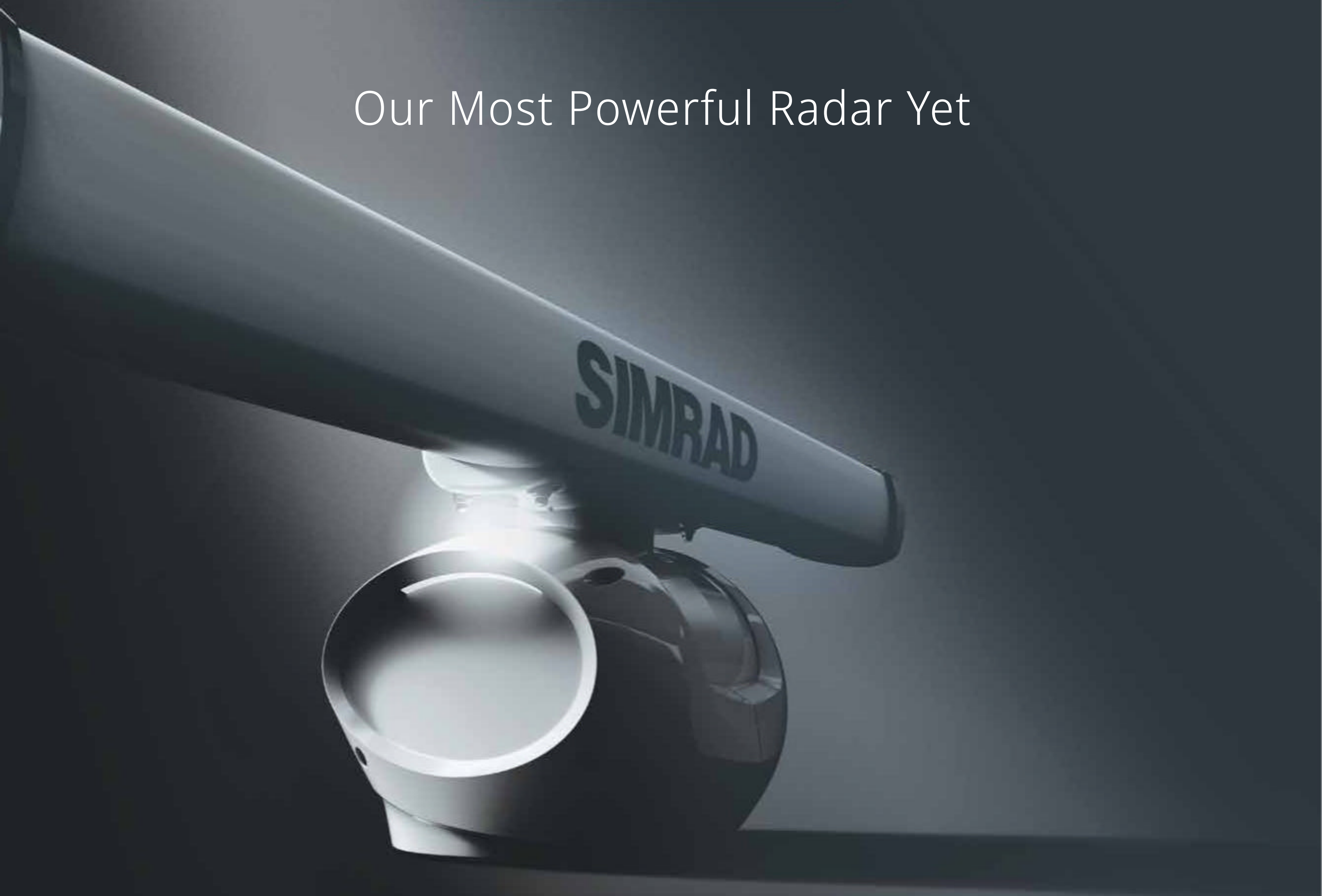
Boat shows stimulate interest in boat ownership, and their timing is ideal for launching new brands and models. And so it was that Aluka Boats launched its first model, the Aluka 823 Walkaround, to coincide with the Auckland Boat Show in March.

BY **NORMAN HOLTZHAUSEN**

076 **Wright 52 Powercat**

Stepping onto the transom and into the cockpit of the Wright 52 is a boater's dream: broad, deep, flat and safe. Built in West Auckland by K2 Marine, this vessel is one of 2500 Alan Wright designs reportedly on the water today.

BY **ANDREW HOWARD**



SIMRAD®

Our Most Powerful Radar Yet

New Halo® 2000 and 3000 Open Array Radar

See Near & Far

Superior range and clarity – Enables you to navigate safely through crowded waters or poor visibility.

New Bird+ Mode*

For offshore sportfishing enthusiasts and commercial anglers – Easily locate feeding flocks as far as 8nm away.

Target Tracking

Track up to 50 vessels within a defined area, and monitor their course and speed.

VelocityTrack™

Color-coded targets so you can identify potential threats at a glance. When it comes to safety, situational awareness is everything.

simrad-yachting.com/halo

®Reg. U.S. Pat. & Tm. Off, and ™ common law marks. Visit www.navico.com/intellectual-property to review the global trademark rights and accreditations for Navico Holding AS and other entities. *Featured on Halo 3000 series.

CONTENTS

FEATURES

034 Innovision Boats: 10 years
Ten years ago, marine electrician, amateur boatbuilder and career sailor Simon Minoprio began building his first Innovision boat, in aluminium, inspired by the Wally Boats he'd seen in the Med.
BY **JOHN EICHELSHEIM**

038 Luxury lounging
Boating NZ headed to Lake Taupo for the New Zealand launch of American-built Bennington luxury pontoon boats.
BY **JOHN EICHELSHEIM**

062 World's best sea anchors
Coppins sea anchors, manufactured in Motueka, are endorsed by the US Navy. Popular with commercial and recreational users around the globe, a Coppins sea anchor saved the writer's bacon on a Trans-Tasman passage.
BY **ALEX STONE**

070 Stabilised Sealegs
Melbourne's Dean Francis is stoked with his new 8.5m Sealegs 8i's seamless transitioning between beach and sea, but he knew – as a committed family boatie – he'd have to do something about seasickness. Enter a Quick gyroscopic stabiliser.
BY **LAWRENCE SCHÄFFLER**

084 Ladder living Pt II
Cruising the world's oceans includes plenty of hardstand time, The Jamiesons climbed some ladders in Turkey and Greece.
BY **KATHIE JAMIESON**

104 In praise of trailer-sailers
The humble trailer-sailer once made up a significant segment of the New Zealand boating market. If you can find a good one, it remains a great family boating option today.
BY **CHRIS BARKER**

013 BOAT WORLD
014 **Boat World News**
042 **Boat Bling**

045 BOAT BUSINESS
046 **Boat Business News**
066 **Far Horizons**
Transiting the Panama Canal
BY TOM LINSKEY
072 **The Catch**
Rigging live and dead baits for kingfish
BY MARK KITTERIDGE
088 **Sail Journey**
Tiritiri day-sail and the Auckland Boat Show
BY CHRIS WOODHAMS
092 **Boat Brief**
New Plymouth Yacht Club
BY ALEX STONE
094 **DIY Boating**
Refrigeration options
BY NORMAN HOLTZHAUSEN

097 RETRO BOATS
098 **Reflections**
The Dan Cottrell Story
BY JOHN MACFARLANE
101 **Crossword**
110 **Vintageview**
Alert and West Coast yacht racing
BY HAROLD KIDD

115 THE MARINA
116 **Brokerage**
Boat sales yards
137 **Directory**
For all your boating needs

THE RIDE OF YOUR LIFE

SPORT FISHER
HAINES HUNTER

Ask any owner what they love about their Haines Hunter and you'll hear all about the way it rides. Open the throttle and the performance and agility give you a thrilling ride. When the going gets rough, a Haines knifes through waves unlike any other trailer boat, providing a safer, more comfortable ride. It all comes about thanks to our obsession with hull design.

In a class of its own, the Haines Deep Vee hull ensures an exceptionally soft ride, stability at anchor, economical and exhilarating performance and, most importantly, secure sea keeping. Inspired design, breakthrough innovation, unmatched craftsmanship.
A Haines Hunter, the ride of your life awaits.

DISCOVER MORE AT **WWW.HAINESHUNTER.CO.NZ**

HAINES HUNTER
THE RIDE JUST GETS BETTER

ONFIRE2067832

SUBSCRIBE

FOR PEOPLE WHO LOVE THE ADVENTURE OF BOATING
BOATING
www.boatingnz.co.nz
NEW ZEALAND
Kiwi Carbon
NZ MADE
MATUKU
ARTNAUTICA SPORTFISHER 60
NZ MADE
ALUKA 823 WALKAROUND
WRIGHT 52 POWERCAT
MAY 2023

CALL OUR NZ SUBS TEAM
FREEPHONE 0508 692628

Step onboard *Boating New Zealand* to share thrilling maritime adventures, improve your knowledge of powerboats and yachts, feel the challenge of offshore voyages and be inspired by DIY projects in garages throughout the country. Plus, see the latest new boats from New Zealand and overseas – all brought to you by our talented pool of writers and photographers.

CHOOSE THE OPTION FOR YOU

$99
for a 1-year subscription
Save 28% off retail!

$189
for a 2-year subscription
Save 31% off retail!

FlyBuys
Or subscribe to Boating NZ
for only 535 FlyBuys points!
Visit www.flybuys.co.nz or call 0800 359 2897.

www.boatingnz.co.nz/subscribe/

BOATING
www.boatingnz.co.nz

EDITORIAL TEAM
Editor **John Eichelsheim**
editor@boatingnz.co.nz
Regular contributors **Roger Mills, Sarah Ell, Norman Holtzhausen, Harold Kidd, Tom Linskey, John Macfarlane, Lawrence Schäffler, Alex Stone, Matt Vance, Chris Woodhams, Lindsay Wright**

CREATIVE TEAM
Art Director **Debra Tunnicliffe**
Production Manager **Mike Embleton**
Digital imaging **Willie Coyle**
Video Editors **Hummingbird Video and Photography**
Cover design **Debra Tunnicliffe**
Cover photo **Sub-Zero Images**

ADVERTISING
Brett Patterson 0274733945
brett.patterson@boatingnz.co.nz
Tim Porter 0274952233
tim.porter@boatingnz.co.nz

MANAGEMENT TEAM
Publisher **Tim Porter**
Sales Manager **Brett Patterson**

BOATING NEW ZEALAND CONTACT
Office 5 William Laurie Place,
Albany, Auckland 0632, New Zealand
Postal PO Box 301063, Albany
Auckland 0752, New Zealand
Telephone (09) 373 3436
Email editor@boatingnz.co.nz

PRINTING & DISTRIBUTION
Printer SCG Printing, New Zealand
Distributors Gordon & Gotch (NZ)

SUBSCRIPTIONS AND BACK ISSUES
FREEPHONE 0508 692 628
Website www.boatingnz.co.nz
Postal Boating NZ Subscriptions
PO Box 12028, Hamilton
3248, New Zealand

***BOATING NEW ZEALAND* MAGAZINE IS A PUBLICATION OF MARINE MEDIA LTD**

COPYRIGHT
Boating New Zealand incorporates: *Nautical News*, *Boating Quarterly* and *New Zealand Yachting*. The contents are copyright and may not be reproduced without the consent of the editor. Unsolicited editorial material may be submitted, but should include a stamped, self-addressed envelope. While every care is taken, no responsibility is accepted for material submitted. Opinions expressed by contributors are not necessarily those of *Boating New Zealand* Ltd. All rights reserved.

THIS MAGAZINE IS SUBJECT TO THE NEW ZEALAND PRESS COUNCIL
• Complaints to be first directed to editorial@boatingnz.co.nz with 'Press Council complaint' in the subject line. • If unsatisfied, the complaint may be referred to the Press Council, P O Box 10 879, The Terrace, Wellington 6143 or by email at: info@presscouncil.org.nz
• Further details and online complaints at www.presscouncil.org.nz

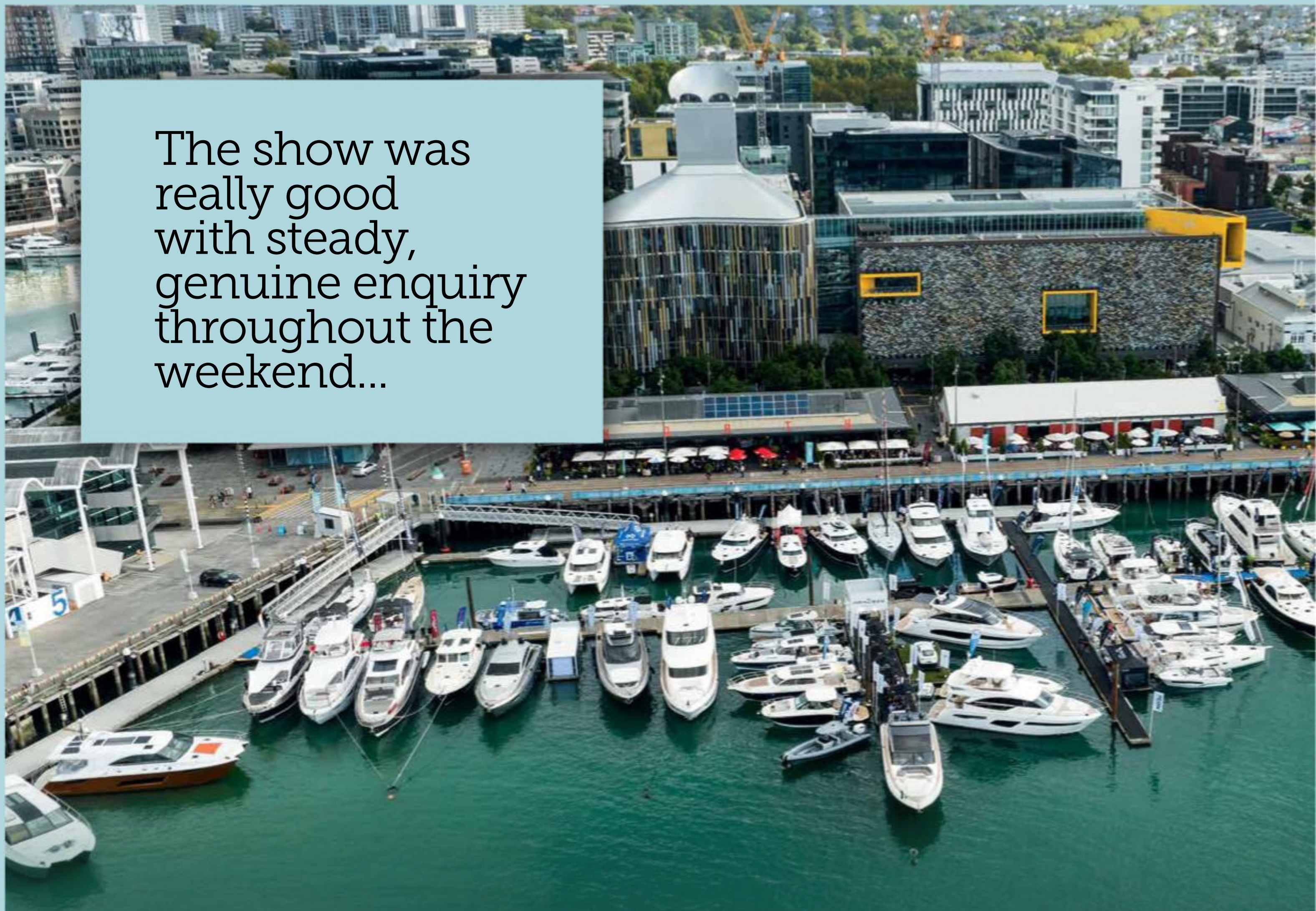
MPA Full Member
AUDIT 12751
TOTAL NET
CIRCULATION
JULY 2011-JAN 2012
NZmarine

BENNINGTON

013

BOAT WORLD

Boat World News
Review: Artnautica 60 Sportfisher
Innovision Boats celebrates 10 years
Bennington Pontoon Boats | Boat Bling



The show was really good with steady, genuine enquiry throughout the weekend...

BOAT SHOW EXHIBITORS UPBEAT

Sunny Auckland conditions, reports of strong sales, quality attendees, and a public ready to purchase set the tone for the return of the Auckland Boat Show after a three-year absence.

At the first Auckland Boat Show since 2019, the fully-booked event allowed exhibitors to display 112 boats and more than 500 marine brands in a central Auckland location.

"It surpassed our expectations and we did better here than at our last Sydney show," said Stephen Tritton, of Water Makers New Zealand.

For the first time the show also featured cars alongside the yachts and boats, with Aston Martin and Bentley lining up alongside Crownline Boats and the Princess V55, V65, V40 and F55 models respectively.

Kennedy Point Marina reported "numerous" sales and leads – only a handful of unsold marina berths on Waiheke Island remain.

Exhibitors noted the show was easy to move around, with a bigger footprint than ever before and a layout that made the most of its central city location. They reported strong trading across the range of marine displays, from berths to large yachts.

"We were blown away," says Alisha Hickling of Sevenstar Yacht Transport, speaking of customers who snapped up the last spots on a European-bound yacht transporter leaving just 10 days later.

Ernest Henshaw from Sasga Yachts NZ was thrilled with the response to his Spanish-built luxury motoryachts. Sasga Yachts NZ sold a Sasga 54 at the show and took firm orders for a pair of Sasga 42s. "We are so encouraged by the response we've ordered more stock," said Henshaw.

Orakei Marine conducted a champagne christening to mark the handover of two Prestige yachts, a Prestige 460S and a Prestige 520, to their delighted new owners.

New Zealand boat designer Elite Marine Design found visitors very appreciative of the company's custom designs.

"We sold a 16m directly from the show on Friday, to a visitor who had come to the show from out of Auckland" said Elite Marine's Bill Upfold.

Brokers were kept busy as potential buyers moved through their displays.

"The show was really good with steady, genuine enquiry throughout the weekend," said managing director of Pinnacle Marine European Ltd, Azimut and Elan, Grant Saunders.

"There was a lot of interest in our new Azimut 53 Fly model and we sold a boat at the show to a new client."

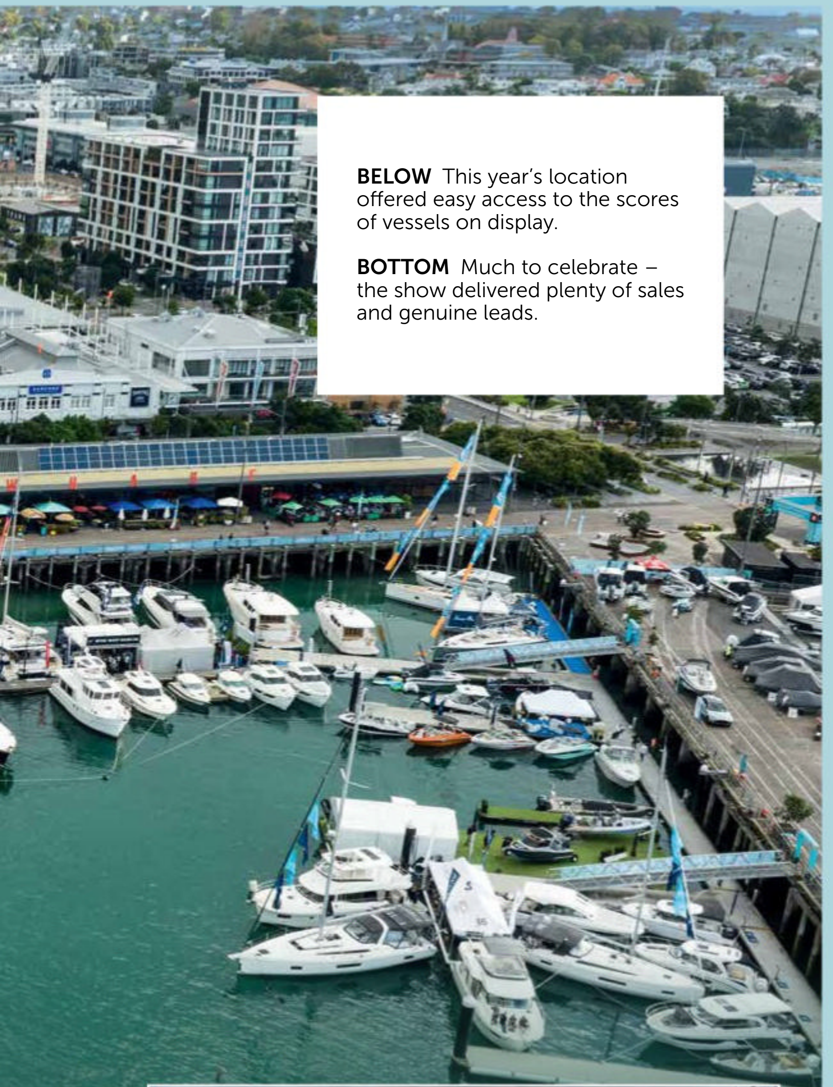
Whakatāne yacht builder, Legacy Marine debuted three Legacy Motor Yachts to the public.

"The number of people who looked through them was amazing and Jellicoe Harbour proved the ideal venue for a great event. We were unprepared for the number of people exploring our boats at once. We need more space for shoes!"

A study commissioned by NZ Marine last year showed 1.9 million New Zealanders take part in boating annually.

"It was great to see a new generation of keen boaters in their twenties and thirties visiting the show," said Tim Porter, Publisher of *Boating New Zealand* magazine.

auckland-boatshow.com



BELOW This year's location offered easy access to the scores of vessels on display.

BOTTOM Much to celebrate – the show delivered plenty of sales and genuine leads.

BURNSCO
THE JOURNEY STARTS HERE
Gill
The perfect balance of performance & protection
Shop the range
SCAN ME

GILL RANGE AVAILABLE EXCLUSIVELY AT BURNSCO

OPUA
5 Baffin Street
09 402 5204

WHANGAREI
22 Port Road
09 438 6860

GULF HARBOUR
Laurie Southwick Pde
09 424 1092

ALBANY
17 Tawa Drive
09 443 3992

WESTGATE
2A Topere Way
09 835 9650

WESTHAVEN
129 Westhaven Drive
09 379 4591

MT WELLINGTON
39 Mt Wellington Hwy
09 527 2950

HALF MOON BAY
1 Ara-Tai Drive
09 535 9271

MANUKAU
5 Ronwood Avenue
09 262 0749

HAMILTON
20 Karewa Place
07 850 4171

TAURANGA
Keith Allen Drive
07 578 2440

MT MAUNGANUI
12 Kereiti Street
07 572 0257

WELLINGTON
100 Port Road
04 586 6955

NELSON
5 Vickerman Street
03 539 0909

WAIKAWA
Waikawa Marina
03 573 7345

CHRISTCHURCH
75 Blenheim Road
03 343 6485

SHOP ONLINE **WWW.BURNSCO.CO.NZ**

@BURNSCO
@BURNSCO_NZ
0800 10 20 41

ONEHUNGA FESTIVAL CARDBOARD BOAT RACE

The Onehunga Festival 2023 was a huge success with fantastic weather and a big public turnout.

One of the festival's many fun events was the cardboard boat race organized by Aotea Sea Scouts and the Onehunga Business Association. This is the second such boat race to be held on Onehunga Lagoon, the first being in 2021 – the 2022 event was cancelled due to COVID-19.

This year's Cardboard Boat race had 10 final entrants. The three winning designs were: 1st Place – a Baywatch Jet-ski powered by Vinesh; 2nd Place – a Naval battleship *Vengence* powered by father and son team Mark and Hayden; and 3rd Place – a Viking longboat propelled by Papa Skullcrusher and Millie Hiccup.

The Fastest crossing went to *Vengence*, followed by *EMBAS-SEA* powered by Molly.

There were some great designs on display, all of which managed to get across the lagoon, a testament to great skill in crafting watertight boats.

Photographs by Rose and Stephen Lasham.

LETTER TO THE EDITOR

REEFRUNNER

Dear Editor,

I am writing to follow up on the story about John Senior from the March edition. A friend of mine brought the article to my attention because of the segment on *Reefrunner*, and the feature photos.

Reefrunner is still very much a live concern. I've recently taken charge of her from my dad who bought her about 15-20 years ago from Tony Shields in Kerikeri. I'm not certain if Tony took her over from John Senior, but I think it is likely. Dad is still sailing but has started sailing a Farrier trimaran.

Reefrunner is no longer the RNI racer that she once was. But she is still actively sailed as a coastal cruiser. Shifting to a furler and the additions of a bimini, dodger and davits have slowed her down a bit, but she still sails well with the same distinctive not-quite pea-green hull and black mast. My fiancee and I took her to Whangarei and back over Christmas, intending to spend some time in the Bay of Islands after New Year but returning due to the weather. We most recently took her out for an overnighter to Rocky Bay a few weeks ago.

My dad, Alan Merry, took her over from Tony Shields who was likely the next owner after John Senior (or at least soon after). Tony had kept her racing aggressively, in regattas in Kerikeri, and the Coastal Classic. The RNI covered in the story was one of several that *Reefrunner* took part in (though I believe it was the most eventful! To our knowledge, she was only knocked down the once). We have kept the plaques for her races, and they are still mounted in the cabin.

If memory serves Tony had begun to find the sailing more challenging as he grew older. He looked to move *Reefrunner* on before she ended up deteriorating as so many boats sadly do.

As for next steps, my fiancee and I are expecting a baby in May, but I'm hoping that *Reefrunner*'s short-handed racing pedigree will help keep us sailing, though we'll still be avoiding 60-knot knockovers!

Thank you for your editorial work and the article from John Macfarlane. For me, it was of great interest to actually pin down the details of when the knockdown was. Until the article, it was only part of the verbal history of the boat to me. It was great to read more.

Mike Merry

SCIBS TICKETS ON SALE

Tickets are now on sale for the 2023 Sanctuary Cove International Boat Show (SCIBS), from May 25 to 28 at the stunning waterfront location of Sanctuary Cove on the Gold Coast.

Exhibitor space is sold out, with every inch of the Sanctuary Cove precinct covered in everything the marine world has to offer: motor yachts, sailboats, pleasure craft, gear and gadgets, SUPs, eFoils, boat accessories and water toys.

Attracting more than 45,000 attendees and 300-plus exhibitors, SCIBS is one of the southern hemisphere's premier marine events, showcasing more than 600 boats and over 1,000 marine products across four spectacular days.

Now in its 34th year, SCIBS has grown to become Australia's largest and most respected marine showcase. The show's reputation in Australia and around the world makes it one of the most highly anticipated events in the marine industry.

This year, tickets are available online only – there will be no box office at the Show. Early bird tickets are available until May 18 from AU$27 (kids under 16 free with a paying adult) https://sanctuarycoveboatshow.com.au/tickets/ or via Oztix.

Early bird ticket holders will also go in the draw to win a luxury escape to the InterContinental Hayman Island Resort in the heart of the Great Barrier Reef valued at over AU$5,000.

Free Park 'n' Ride services will be operating from Warner Bros. Movie World, using a fleet of air-conditioned coaches, and there is also limited onsite parking at Sanctuary Cove, available to pre-purchase online with tickets.

The 34th Sanctuary Cove International Boat Show (SCIBS) is on from May 25-28, 2023. For more visit **sanctuarycoveboatshow.com.au**

COMING SOON

LIGHTNING™
BY HUMPHREE

TAKES YOUR BOATING TO THE NEXT LEVEL

Setting a new standard in trim & stabilization. Again. Priced for 20-45ft boats.

HUMPHREE®
TRIM
0.0°
LIST
-0.2°
P
S
35%
16%
HUMPHREE

LIGHTNING by Humphree™ is an automatic trim & stabilization system that brings world class comfort, increased speed and fuel savings. **LIGHTNING** is suitable for 20-45ft boats.

Its combination of our advanced technology, user-friendly interface, mobile app integration, and beautiful underwater LED lighting system is what truly sets it apart.

No matter which propulsion system you use; outboards, electric, sterndrive, inboard—this new system will be the perfect choice for new build boats or for when you refit a used boat. It will take you to the next level.

AUTOMATIC FUNCTIONS

Auto Trim • Pitch Control • Auto List • Coordinated Turn • Roll Stabilization

HUMPHREE®
Trim and stabilization systems

Humphree Distributor New Zealand & Pacific Islands:
Volpower NZ Limited. Ph: 0800 865 769 or 09 274 4305

Volpower NZ LIMITED

www.volpower.co.nz

PLENTY TO SEE, DO AND WIN

Visitors to this year's Hutchwilco New Zealand Boat Show, Auckland Showgrounds, May 18-21, will have lots to see and do and plenty of chances to win, with an amazing collection of great prizes on offer.

As well as showcasing all the very latest boats and boating and fishing gear, this year's show will offer Kiwi boaters and fishers the chance to win the most valuable prize ever offered at a boat show. Worth $300,000-plus, the Surtees/Yamaha Grand Prize consists of a 30th Anniversary Edition enclosed cabin Surtees 750 Game Fisher, a 250hp Yamaha four-stroke V6 outboard, a Yamaha Helm Master EX boat control system, a GFAB double-axle braked trailer, over $20,000 of Garmin electronics, plus a boat-load more!

Visitors to the show will also be able to win Viking family kayak packages, Mac Boats, and a whole host of other prizes simply by visiting those stands and registering their interest.

Those keen on improving their fishing will be able to learn new tips and techniques from some of New Zealand's top fishers in the free Top Catch Master Class presentations and there will be plenty of fun and excitement for the kids (and more chances to win!) in the Fishing & Adventure Fan Zone. And for those keen on a challenge, the popular Haswing Trolling Motor Challenge will be running in the Hutchwilco Pool (with a $15,000 Zodiac prize package going to the winner).

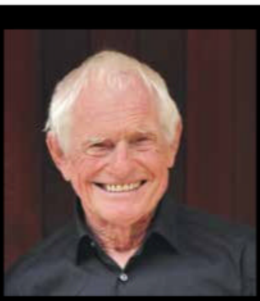
The show's unique Coastguard No Reserve Auction will again offer visitors the chance to score a bargain, while doing their bit to help the Charity Saving Lives at Sea.

Tickets are available online at www.boatshow.co.nz, each eligible for a second, bonus entry into the draw for that $300,000-plus Surtees/Yamaha Grand Prize (effectively doubling the chances of winning). Online tickets also automatically go into a separate draw to win a fully-kitted out powered Viking Profish Reload kayak package, worth over $8,000.

Tickets will also be available at the gates throughout the show, which is open from 10 to 6pm daily, with a late night, until 8pm on Friday, May 19.

Tickets are $25 for adults, with children 16 years and younger free.

www.boatshow.co.nz

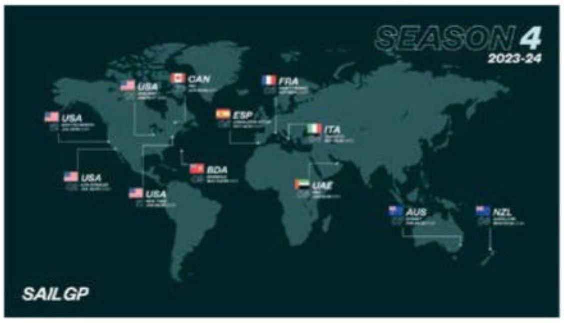


RON GIVEN CELEBRATION

An event to celebrate and remember catamaran designer Ron Given AMRINA will be held at 1700 hrs, Thursday, May 4, 2023, at the RNZYS, Westhaven, Auckland.

This event is an opportunity for Ron Given's friends, clients, and colleagues to get together to celebrate and honour his life and work.

AUCKLAND SAILGP DATES CONFIRMED



The most exciting racing on water is coming to New Zealand's biggest city, 23-24 March 2024, with the SailGP global championship unveiling its final Season 4 calendar.

Season 4 will comprise 12 events across four continents over 13 months, starting this June in Chicago. It will culminate once again in a spectacular Grand Final event on San Francisco Bay, 13-14 July 2024.

The calendar features a mix of established fan-favourite locations, new territories and some welcome returns to the SailGP host city fold. There will be an increased focus on the United States, with four events taking place in North America, including a brand-new stop in Los Angeles and the reprise of New York, which provided a spectacular backdrop in SailGP's inaugural season.

The ITM New Zealand Sail Grand Prix Auckland will be the second iteration of SailGP in Aotearoa New Zealand, as part of a multi-year agreement that sees Auckland and Christchurch alternate as hosts for four consecutive seasons.

With planning for the ITM New Zealand Sail Grand Prix now in full swing, fans are encouraged to stay tuned for updates on ticketing and hospitality, course information and other news in the coming months.

www.SailGP.com
www.sailgp.com/newzealand

SMUGGLER
MARINE
the ultimate Ride

YAMAHA
Revs Your Heart

FOLLOW OUR STORY
@SMUGGLERMARINE

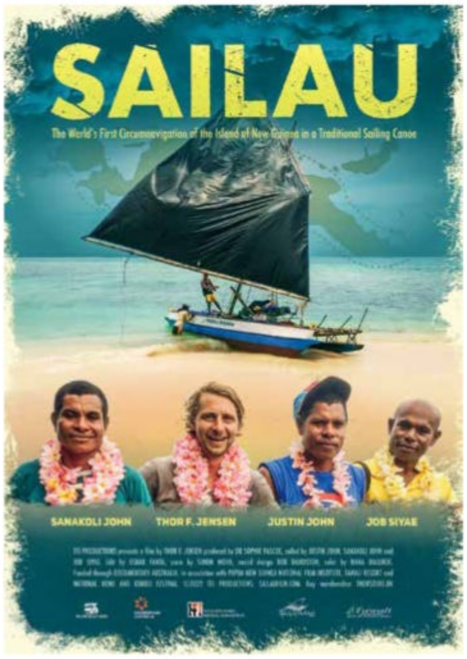
INFO@SMUGGLER.CO.NZ

+64 9 838 9024

SMUGGLER.CO.NZ

NZ marine

SAILAU – AN ADVENTURE FILM WITH PURPOSE


SAILAU
The World's First Circumnavigation of the Island of New Guinea in a Traditional Sailing Canoe
SANAKOLI JOHN
THOR F. JENSEN
JUSTIN JOHN
JOB SIYAE

The Darwin-based Danish Adventurer Thor F. Jensen, who is known for his award-winning sea kayak films, is back with a new feature length documentary to challenge the stereotypes of New Guinea and push the boundaries of the adventure genre.

Featuring Papua New Guinea master sailors Sanakoli John, Justin John, and Job Siyae, the film covers the crew's attempt to undertake the world's first circumnavigatioon of New Guinea island in a traditional sailau canoe.

It's a gritty and salt-stained odyssey. Thirteen months of sailing 6,300km of rugged coastline, through thunderstorms, bewitched reefs and internal conflicts.

The journey expands the worldviews of the Danish and Papuan protagonists, inspires the nation of Papua New Guinea and introduces the audience to a new take on grand expeditions.

SAILAU is planned to premiere at film festivals in Australia and across Oceania this year, and a mobile version of the film will be circulated freely in the Pacific region.

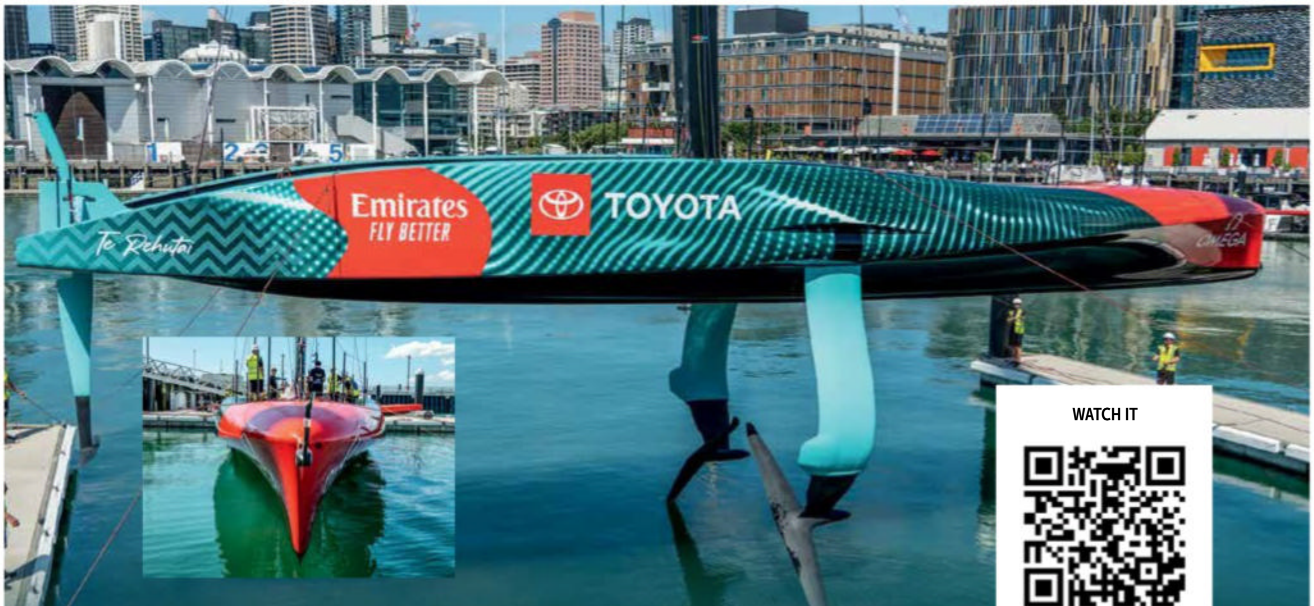
On the back of the film, sailors Justin and Sanakoli John have established PNG's first school for building and sailing traditional sailau canoes – Pasana Group – and will tour the country in collaboration with PNG National Film Institute, screening *SAILAU* in schools and speaking on the importance of PNG cultural heritage.

You can stay updated on festival dates and the social impact campaign on facebook.com/sailaufilm

www.sailaufilm.com

Adventurer and documentary film maker Thor F. Jensen.

WATCH TRAILER



WATCH IT

TE REHUTAI RETURNS

Te Rehutai, Emirates Team New Zealand's 36th America's Cup-winning yacht returned to the waters of Auckland's Hauraki Gulf just over two years since the last time it was sailed for the final race of AC36.

The team's AC75 emerged from the shed after a long hibernation sporting fresh new livery and technically presenting a valuable bridge between the 36th and 37th America's Cup AC75 class rules.

One of the more obvious changes from the last time *Te Rehutai* sailed is the installation of bikes as a power source, as opposed to the former grinding pedestals from AC36.

The Emirates Team New Zealand cyclors have played an important role in the implementation of the systems that will help power the AC75s with three fewer crew than were used in the 36th America's Cup.

For Emirates Team New Zealand, having previously focused on the commissioning of their AC40s, as well as a block of two-boat testing and race simulation, getting 'the big boat' back out presents yet another step up in intensity for the team in an ever-decreasing timeline towards Barcelona in 2024.

Te Rehutai is the 3rd AC75 back on the water for the 37th America's Cup campaign, following *Alinghi* in Barcelona and *American Magic* in Pensacola.

THE PINNACLE OF PREMIUM.

Every element of the Tristram Ownership Experience is premium, from a new models CAD designed inception through to production, handover, and after-sales service. Our diverse range of Tristram Hardtops, Targa Tops and Cabriolets are designed and crafted to perform by a talented team of innovators who live for the ocean. We continue to redefine trailer boating for thousands of proud Tristram owners who seek to venture beyond the ordinary.

Discover more at www.tristram.co.nz

Offshore
821
TRISTRAM

YAMAHA Revs Your Heart
MERCURY

SHOWROOM - SERVICE CENTRE - PRODUCTION PLANT
5 Udy Place, Te Rapa Park, Hamilton, NZ
Te Rapa Expressway Exit SH1
boating@tristram.co.nz / +64-7-849-5225

TRISTRAM
PREMIUM OFFSHORE TRAILER BOATS / WWW.TRISTRAM.CO.NZ

OBITUARY

RALPH ROBERTS MBE 1935 – 2023

Olympic representative Ralph Roberts passed away peacefully in his sleep on March 19, 2023. He was 87.

A tough, competitive National Champion in the Finn, Flying Dutchman and Soling classes, Roberts also made a massive administrative contribution to New Zealand yachting over many years.

After crewing in Mullet, Idle Along and V Class boats, Roberts began his competitive sailing career in Z Class in 1946. While his initial performances weren't outstanding, by 1953 he and crew Ken Malpas had won the Auckland Z Class trials and come second in the Cornwell Cup; the following year, they won both trials and Cup.

Ralph unsuccessfully campaigned a Finn in the 1956 Olympics trials and two years later finished fourth with the 18-footer *Envy* in 1958 JJ Giltinan trophy in Sydney. Roberts travelled to England with Geoff Smale with the International 14 *Atau Hau* and won the 1958 Prince of Wales Cup. He remained in Europe for some months racing Finns and training with legendary Danish yachtsman Paul Elvstrom.

After winning the Finn trials for the 1960 Rome Olympics, Ralph finished sixth out of 35 boat fleet. He continued sailing Finns and crewing for Geoff Smale in the Flying Dutchman (FD) class.

While Roberts entered the Finn and FD trials for the 1964 Tokyo Olympics, he wasn't successful. However, he travelled with the Olympic sailing team to Tokyo and was instrumental in helping Helmer Pederson and Earle Wells win Gold in the FD class. His experiences in Tokyo were a major benefit to future Olympic campaigns.

Roberts remained top of both Finn and FD classes in New Zealand, winning five Finn and, with Smale, five FD National Championships. He managed the New Zealand Olympic Sailing Team for the 1984 Los Angeles Olympics, where Russell Coutts won Gold in the Finn, Rex Sellers and Chris Timms Gold in the Tornado, and Bruce Kendall Bronze in the Windsurfer classes.

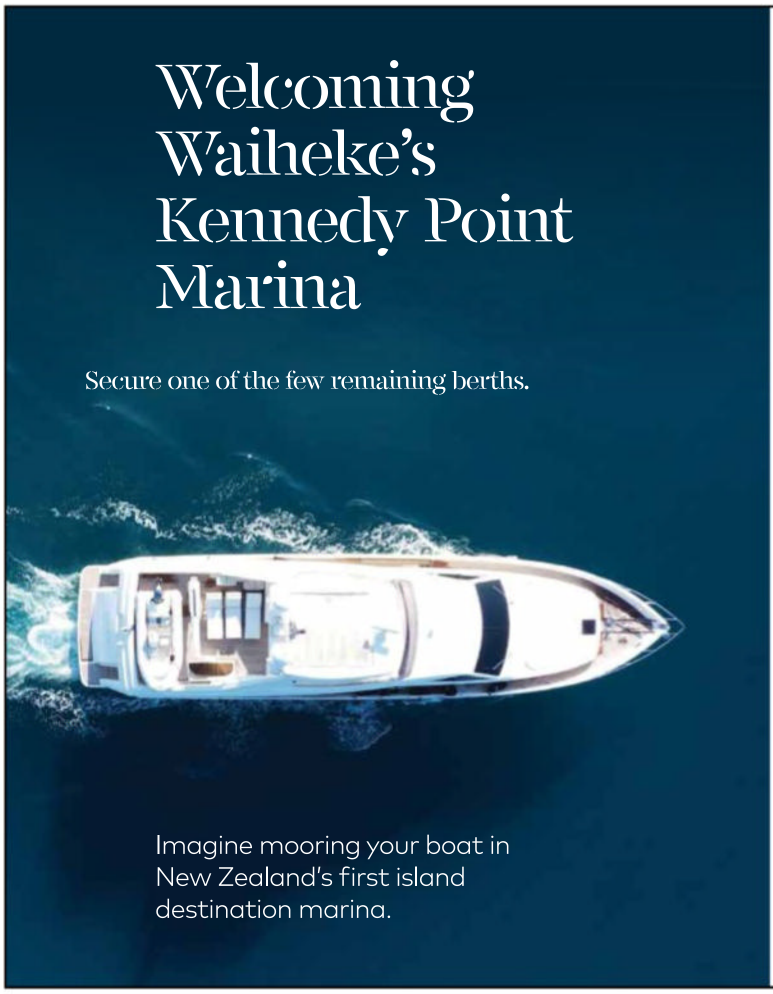
Roberts was appointed to the Sailing Jury for the 1988 Korean Olympics, the first New Zealander so honoured, and between 1986 and 1989, served as President of the New Zealand Yachting Federation. He was then appointed Chef d'Mission for the 1992 Olympics.

In 1993 Ralph was awarded an MBE for services to yachting and sport, then became a member of the ISAF Review Board. More recently, in 2012, he was appointed the Chief Judge for the sailing Para-Olympics.

Roberts was also a celebrant, a JP, a Commodore, a President and a Life Member of the Takapuna Boating Club. His old school, Takapuna Grammar, named a school building after him, the Ralph Roberts Student Services Centre. Roberts told the students the day it opened: "It doesn't cost you anything to dream, we can do anything if we put our mind to it."

Roberts is survived by his wife, Penny, six children, and grandchildren.

by John Macfarlane



Welcoming Waiheke's Kennedy Point Marina

Secure one of the few remaining berths.

Imagine mooring your boat in New Zealand's first island destination marina.

Kennedy Point Marina will provide safe, modern, and serviced berthage for 180 boats, as well as day berthage for visiting boaties. It's conveniently located next door to the Kennedy Point car ferry.

Facilities will include toilets, laundry, a café, carparking and pump out for sewage and wastewater.

As well as creating special memories on the water with family and friends, you will have the choice to go ashore and explore the many vineyards, restaurants and outdoor activities that Waiheke is loved for.

To find out more about the few remaining berths on offer please get in touch; **sarah@kpmarina.co.nz** or visit **www.kennedypointmarina.co.nz**

KENNEDY POINT MARINA
WAIHEKE ISLAND

LEGACY
MARINE
A new era in Aluminium Motor Yachts
WWW.LEGACYMARINE.CO.NZ
L70 | L52 | L45 | L35
follow us

review

Matuku
Artnautica 60
Sportfisher

WORDS BY **LAWRENCE SCHÄFFLER**
PHOTOGRAPHY BY
GARETH COOKE/SUB ZERO IMAGES

CARBON –

CRAFTED

Launched late last year, the 18m sportfisher *Matuku* is a bespoke creation (and then some) from Auckland's Lloyd Stevenson Boatbuilders. She's distinctive for many reasons, but her 100% carbon fibre construction is the defining feature of the overall package.

Around two years in gestation, *Matuku* is remarkable for the sheer detail and cleverness of her design. She's unquestionably built for hunting (the Kilwell outriggers a not-so-subtle clue) but she's also a fuel-efficient, long-distance passage-maker, yet equally at ease as a luxurious family cruiser pottering around the Hauraki Gulf.

If the synthesis of these attributes sounds unlikely in a single vessel, even more unlikely is that the driving vision for *Matuku* stems from an owner who'd never held a fishing rod prior to arriving in New Zealand 11 years ago.

A British gent with years of sailing experience, his first impressions on arrival can be paraphrased as follows: "OMG we're going to need a boat. This Hauraki Gulf is a jewel – we can't live here and not have a boat."

Sailing memories evaporated. The mind shift evolved into the purchase of a Protector RIB powered by a pair of inboard diesels – an excellent platform for family jaunts around the Gulf. But then fate intervened.

"We began building a house and when the builder saw a photo of the RIB he said – 'Oh, you have a boat. You must be a fisherman.' I said – No, I've never fished in my life – why would I do that? He said, 'Well, you're missing out big time and I'm going to buy you a fishing rod as a housewarming, welcome-to-New Zealand present.' And so we went fishing – and the rest is history."

Fishing became a passion, and it was soon apparent that something bigger was needed for chasing game fish – a quest that ended in a custom Dickey 45. “She was (and still is) a magnificent boat – we loved her and enjoyed many years of fishing and cruising. But we developed an interest in long-distance passage-making, and decided we needed a boat with a greater range.”

These thoughts gathered impetus after discussions with Dennis Harjamaa (Auckland’s Artnautica Yacht Design Ltd). While acknowledging that every boat is a compromise, the owner’s eventual design brief called for a vessel that would excel in multiple roles – a sophisticated, high-speed fishing platform, a comfy bach, a dive boat.

MAIN IMAGE *Matuku*’s interior is bright and airy, the sense of space amplified by the expansive views.

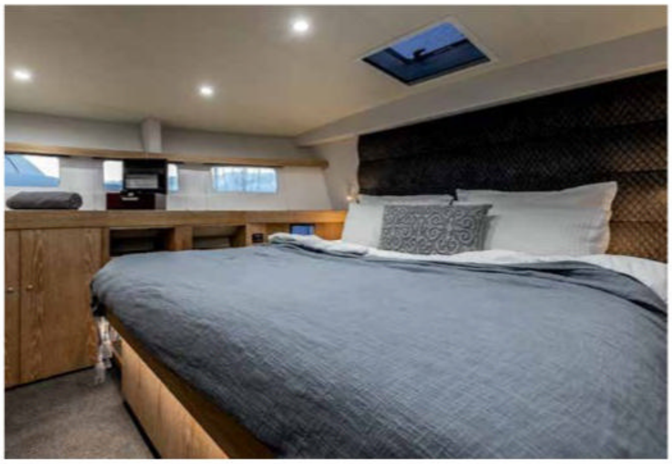
FAR RIGHT The large master suite, with a perfect bed for an exhausted angler. Note the deft, cartographic touch in the bathroom.

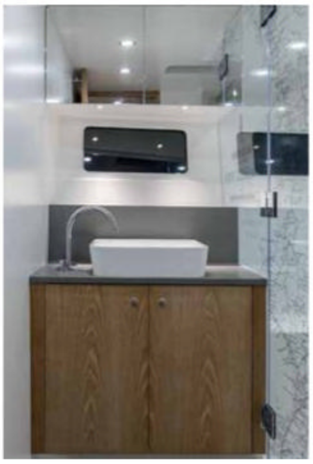
Better by design

THE NEXT GENERATION IN ALLOY BOATS HAS ARRIVED

innovisionboats.com | +64 21 407 000 | simon@innovisionboats.com

INNOVISION boats





Hobsonville
Waitakere
Swanson
HENDERSON
GLEN EDEN
AUCKLAND
BOROUGHS
TAKAPUNA

We were asked to build something extraordinary... So we did.

Lloyd Stevenson Boatbuilders are very proud to announce the launch of Matuku, an all carbon Artnautica 60 Sportfisher by Dennis Harjamaa. For more information, or if you have a project of your own you would like to discuss, please contact us. Limited viewings available by appointment.

Lloyd Stevenson
BOATBUILDERS

robert@lsb.co.nz
021 678 640

royce@lsb.co.nz
Maintenance & refit

09 274 7680
lloydstevensonyachts.co.nz

But the most demanding requirement was for an efficient passage-maker – a boat that could voyage from New Zealand to the islands on full tanks. "I was tasked with designing an 18m planing hull able to foot it at a decent clip, but which would also be efficient at displacement speeds," says Harjamaa.

"And it had to be able to go far – very far – in bluewater conditions. That all boiled down to a slippery hull with smallish engines for the extended range. It also meant a light but very strong construction.

"I initially thought standard, foam-core fibreglass would work, but as the design progressed into structural engineering and costings, it soon became clear that carbon fibre was the only way we'd achieve the required strength and performance."

Matuku's hull and superstructure uses resin-infused Corecell sandwiched between layers of carbon fibre – all vacuum-bagged. She displaces 22 tonnes dry and considerably more with full tanks (6,000 litres of diesel and 1,000 litres of water).

Turning design-into-reality fell to Lloyd Stevenson Boatbuilders (LSB). "I liked their work, their approach and I liked the people," says the owner. "And they accommodated me – I visited the factory for an hour or two most weeks over the entire build process." LSB has an extensive track record in building high-end, full custom, carbon composite superyacht tenders.

To help meet *Matuku*'s long-distance objective, Harjamaa opted for twin Volvo IPS 800 (625hp) engines, though

ABOVE Wonderful views from the flybridge. The vessel responds to the slightest tweak of the joystick – and spins on her own axis (opposite right).

RIGHT The cavernous Drawzilla – the biggest, baddest drawer in town.

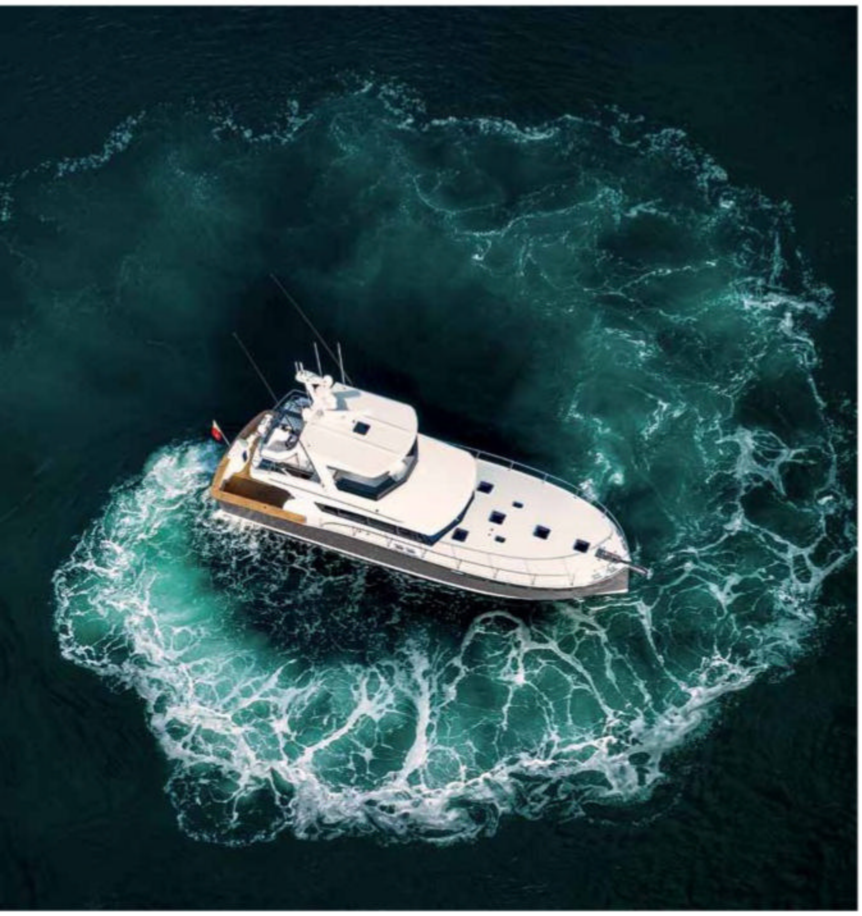
BELOW Easy interaction between angler and skipper with the cockpit joystick.

MATUKU – WHAT'S IN A NAME?

As any serious angler will attest, stalking prize fish requires cunning and plenty of patience. *Matuku* is aptly named – it's Maori for the white-faced heron (egretta novaehollandiae) – the embodiment of the patient fisher.

Fuel consumption, too, is a function of patience. The thirst of *Matuku's* IPS 800 engines varies with the eagerness to get to the hunting grounds.

WANT TO SEE *MATUKU*?
Thanks to the owner's generosity, LSB is able to provide client viewings at Westhaven Marina. If you're planning the build of a custom boat and would like more information, contact Robert Daly (robert@LSB.co.nz or 09 274 7680).



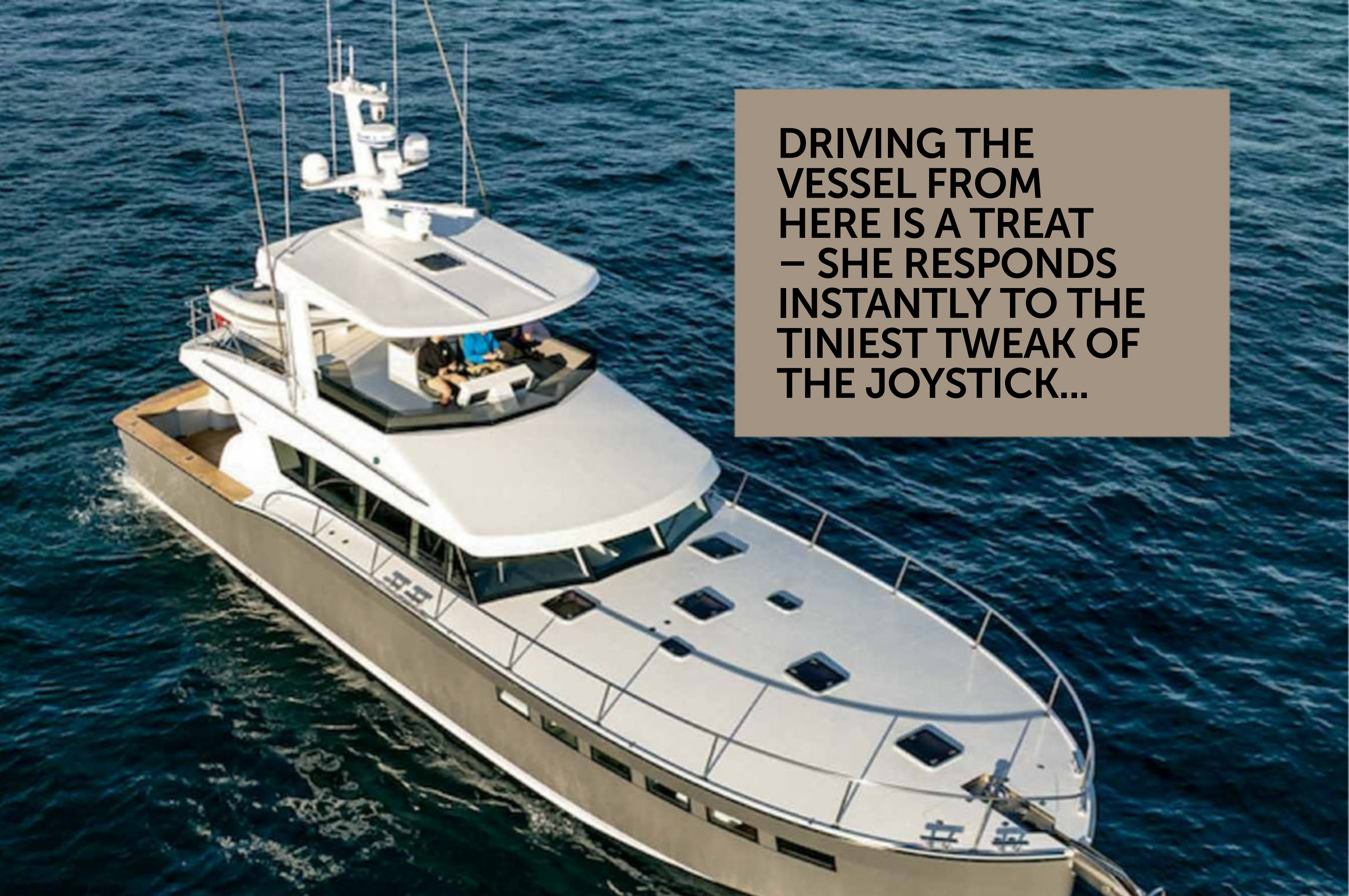
securing them required some discussion. "Volvo is very particular about its IPS installations," he says, "and that's understandable – the IPS reputation is on the line. Because of the unusual carbon construction, they wanted to check the design. We submitted drawings and calculations – and ended up with three sets of data in the mix.

"I gave my initial calculations to a CFD (Computational Fluid Dynamics) specialist for checking and followed that with results from virtual tank testing. These were compared with Volvo's calculations. Happily, we arrived at a consensus."

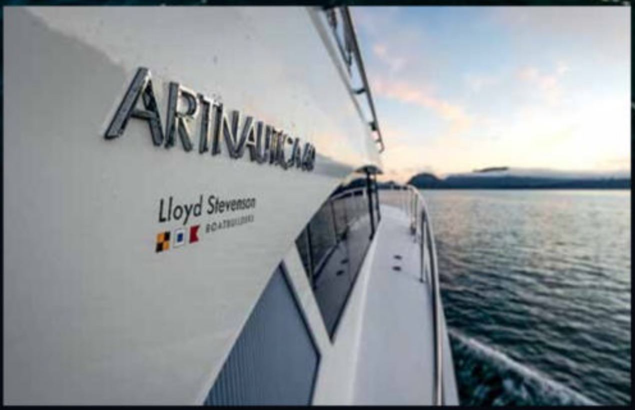
The hull and IPS 800s make for a happy marriage. *Matuku* cruises at 23-24 knots, consuming about 155 litres per hour in total. Push the hammers to the stops and she'll boogie to 32 knots in the twinkling of an eye. A more sedate 8-10 knot cruise speed will be employed for voyages to the islands.

Like Volvo's assessment of the design, so too the entire project demanded a rigorous approach to weight. "Every component was weighed before installation," says Harjamaa. "That way we could keep track of the vessel's Centre of Gravity (COG), but more importantly, its overall weight. The IPS 800s are relatively small engines for an 18m vessel – if the boat ended up five tonnes heavier than planned, they'd struggle."

Matuku's hull design supports the fuel-efficiency/long-range ideal: her plumb bow creates a waterline length that's pretty close to her LOA. And it sports a fine entry that slices cleanly through boisterous waves. To deflect spray and keep her expansive foredeck dry, chines run all the way forward, further aided by a pronounced, overhanging cap rail.



DRIVING THE VESSEL FROM HERE IS A TREAT – SHE RESPONDS INSTANTLY TO THE TINIEST TWEAK OF THE JOYSTICK...



ACCOMMODATION

As a fishing-oriented hunter designed for long distances, you might imagine *Matuku*'s living arrangements would lean to utilitarian. Well, let's just say I don't think anyone invited aboard will be sniffing disdainfully about standards.

She sleeps eight (two in the master cabin up front, four more in two cabins and two in the saloon), with an ensuite for the master cabin and a second bathroom shared by everyone else. The three-cabin/two-bathroom configuration is versatile, equally suited to a bunch of unshaven anglers or a family on a Christmas cruise.

Harjamaa's roomy design carries the interior volume all the way forward – evident in the size of the master cabin's island bed. I like the suite's near-surround windows – great views while sipping a coffee in bed. All interior cabinetry is pale oak veneer over a foam core (another weight-saving feature that anchors the COG deep within the hull) and the colour/texture enhances the sense of space.

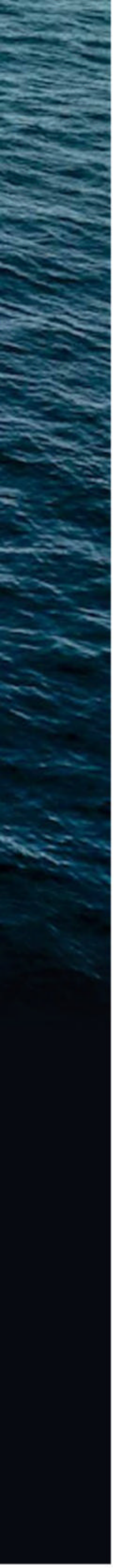
All floors (including the cockpit) are Flexiteek – perhaps the only pragmatic nod to the boat's main activity. Pelagic corpses are less likely to leave stains on this hardwearing, synthetic material.

Large windows and panoramic views dominate the saloon/galley/helm station areas. In another nod to *Matuku*'s over-the-horizon fishing agenda, the ceiling's adorned with seriously-robust grab rails. And the induction hob's fiddle rails are worthy of a Volvo Ocean Racer.

The chef will enjoy the expansive galley benches – especially the aft one: a large window behind the bench flips open, aiding the endless flow of blue banter/food requests issuing from those in the cockpit. Particularly because there's a U-shaped mini-lounge immediately aft of the window. Never mind your gourmet creations – pass another three beers and make it snappy!

All-in-all, a supremely comfortable, well-thought-out interior with clean lines and rounded corners – they're always kinder to ageing hips. Crisp LED lighting (Hella) throughout is part of the sophisticated infrastructure orchestrated by CZone.

ON THE PROWL



But it's in hunting mode that *Matuku*'s extensive inventory is most impressive – particularly for finding prey.

The vessel's equipped with three transducers – all communicating seamlessly with six Furuno TZT3 MFDs (three 16" units at the helm, another two on the flybridge and a 19" unit in the cockpit (there's also a small Garmin anchor-watch-monitor in the master cabin).

Heading up the transducer-trinity is a 3kW Airmar R509, supported by a Furuno 3D multi-beam unit (120°) and a 600-watt Airmar forward-looking unit ("so that you can see what's ahead of you rather than what you've just hit").

The Furuno transducer/MFD is set up for PBD (sensor photodiode) and maps/records the bottom, integrating the data with existing charts. The Furuno gear, says the owner, is particularly good at monitoring weather forecasts and sea temperatures – finesse considerations for serious anglers.

This surveying infrastructure extends to the 3.5m Williams jet tender on the fly bridge (launched/retrieved by davit). "It's our exploration boat," says the owner. "It's fitted with the same Furuno sounder as the one on the mothership and wirelessly relays its seafloor soundings to the main MFDs. It's useful when fishing shallow and poorly charted areas, or when entering remote bays and anchorages." The Williams tender (350kg) is powered by a 900cc Rotax engine.

A 250-litre live bait tank dominates the transom. Its inhabitants will enjoy the blue walls and large window (albeit temporarily). It's supported by four tuna tubes (two either side). And their construction/design is another example (far too many to list) of the attention-to-detail evident throughout this vessel.

Set below the gunwale they are hidden under Flexiteek hatches when not in use. In active mode any overflow water drains over the side rather than spilling into the cockpit – all very clever, neat and clean.

But for me one of the most innovative design features on the entire vessel is the 19" MFD that lives in a recess in the roof overhanging the cockpit's mini-lounge. Mounted on electrically-actuated bracket, you wouldn't know it was there until it's deployed.

The screen provides two viewing modes: aft-facing anglers seated in the mini-lounge can monitor the bottom contours/aquatic life but swivel it 180° and the skipper can view it (using the nearby remote helm station) to position the vessel precisely over a sea mount.

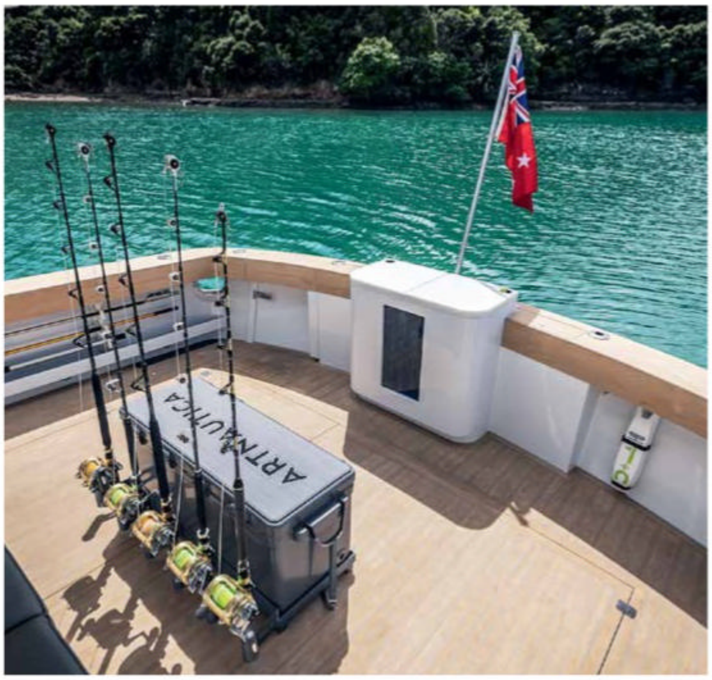
Like the tuna tubes, the remote helm (joystick) is hidden under a hatch in the port gunwale. It emerges with the press of a button and is particularly useful when fighting feisty marlin. Rather than the typical invective-laden exchanges between angler and helmsman on a distant flybridge, instructions can be calm and civil. "Could sir kindly back up a little…?"

While the owner's fishing ethos leans to catch-and-release, some catches are retained – and perfectly processed. *Matuku*'s equipped with a saltwater icemaker, a vacuum-packing machine – and a large freezer. This technology – along with much else – lives in a massive, midships storage locker (the den).

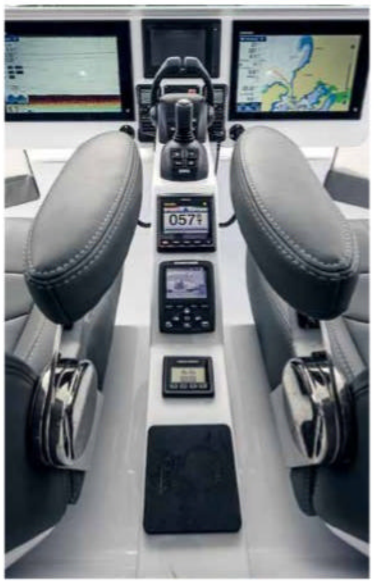
THE DEN

A major IPS advantage is that the engines are located well aft in the hull, leaving a spacious cavern in what would typically be a shaft-driven vessel's engine room. *Matuku* uses this to good effect – the 'den' not only contains much of her systems but also leaves enough room for their maintenance.

Beautifully engineered, it contains a 400lph watermaker, a

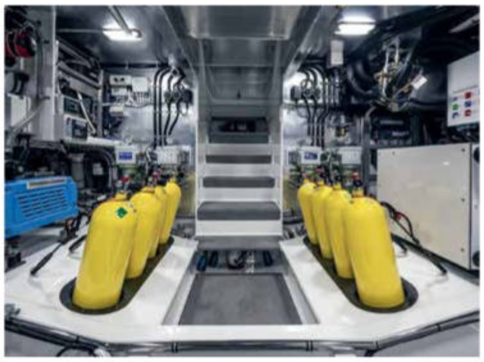


ABOVE A cockpit designed unapologetically for hunting the big ones.



RIGHT The attention to detail is evident throughout the vessel.

BELOW Uninterrupted views from the flybridge with its cantilevered roof.



dive compressor (and eight tanks), the Webasto air-conditioning unit and a Post diesel heater for hot water. There are also two 20kW Fischer Panda gensets, the main engine fuel polishers and a 5,500-watt Mastervolt lithium-ion battery bank. And, of course, more rod storage space.

While the gensets take care of the high-load items (watermaker and dive compressor), a pair of Victron Quattro inverters tap the 24-volt system for other electrical accessories, allowing the vessel to run silent.

The vessel's main (internal) helm is a wonderfully-designed station – all navigation and systems information instantly available on her three 16" Furuno MFDs. But in fishing mode I suspect most of the skipper's time will be spent on the flybridge.

FLYBRIDGE

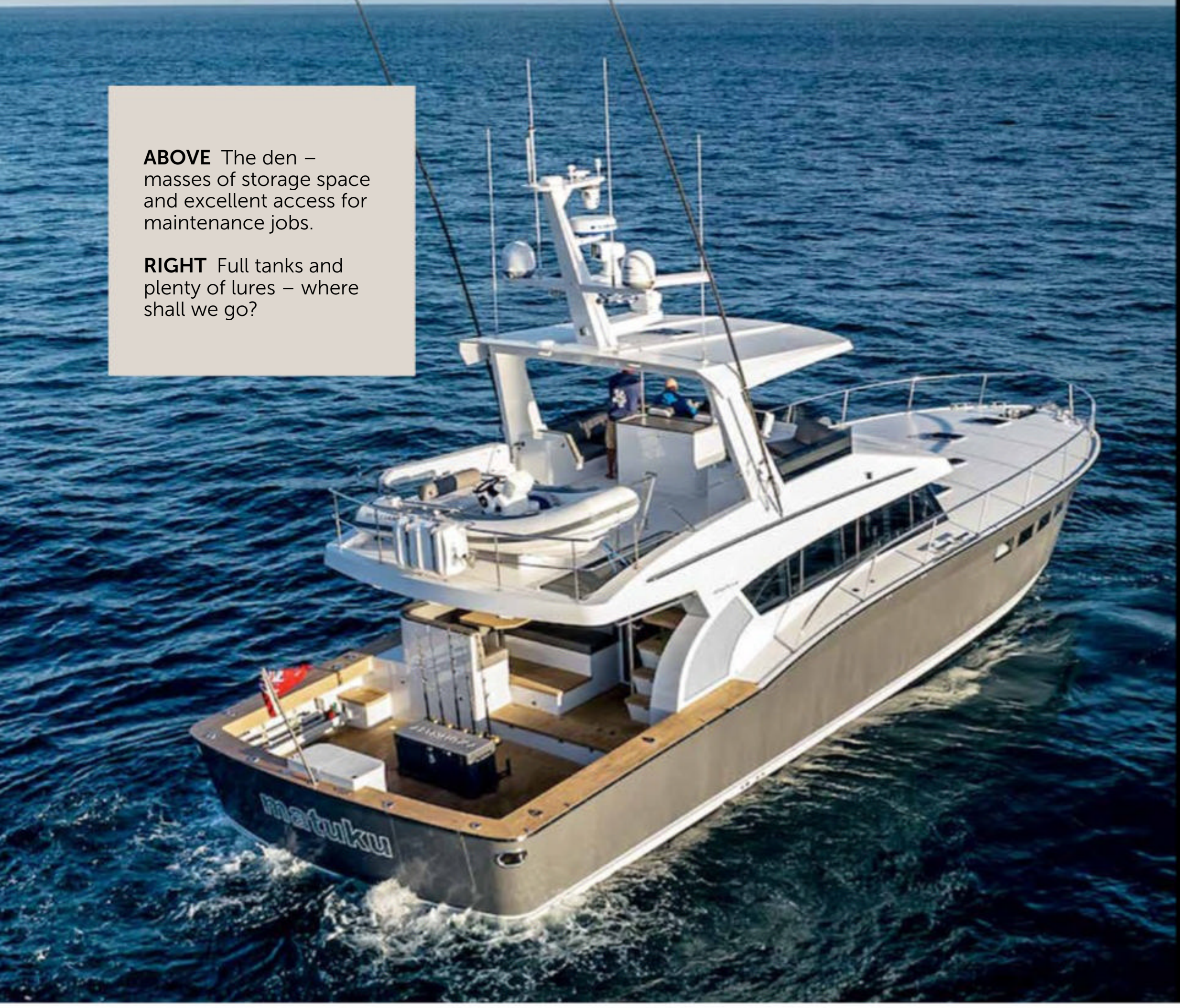
As you'd expect, the views here are glorious, aided in part by the structure's minimalist, cantilever design which keeps those views unobstructed. The absence of glass or clears also helps. "I prefer clean, open aesthetics," says the owner, "and anyway, in miserable weather we'll go downstairs."

The flybridge helm station is a mini version of the one below, though it sports only two 16" MFDs. Driving the vessel from here is a treat – she responds instantly to the tiniest tweak of the joystick, and the IPS technology is intuitive. She spins on her own axis – eliminating the need for bow or stern thrusters.

I was also struck by the vessel's genteel 'noise signature' – even when down below. This is no doubt a result of engine location (well aft), superb insulation and efficient, vibration-absorbing engine mounts – all crucial advantages for stalking skittish game fish.

You're bound to come across *Matuku* somewhere in the Hauraki Gulf (she's very distinctive) – but I'd wager you'd have a better chance of spotting her around the Kermadecs, Norfolk Island, Lord Howe Island, the Wanganella Banks – or even further afield.

Most likely she'll have a tail-walking marlin off her stern. BNZ



ABOVE The den – masses of storage space and excellent access for maintenance jobs.

RIGHT Full tanks and plenty of lures – where shall we go?

Matuku
Artnautica 60 Sportfisher

PRICE AS REVIEWED
POA

MANUFACTURED BY
Lloyd Stevenson
Boatbuilders
www.lsb.co.nz

HIGHLIGHTS

Carbon construction – a light, technical marvel that delivers speed and range

The electronics – very clever integration of various transducers and MFDs

The spacious, fishing-oriented design of the cockpit. Even the fish will be happy to come aboard

SPECIFICATIONS

loa 18m
beam 5.6m
displacement (dry) 22 tonnes
construction 100% resin-infused carbon
engines 2 x Volvo IPS 800 (625hp each)
accommodation 8 (three cabins and saloon)
diesel 6,000 litres
water 1,000 litres
trolling speed 8 knots
cruise speed 24 knots
WOT 32 knots

ZIPWAKE

Automatic Trim Control

Sponsor of the 2023 Hutcwilco Boat Show Grand Prize

SALT-AWAY®

The World's Most trusted salt removal product for over 30 years

SALT-AWAY
REMOVES SALT
ÉLIMINATEUR DE SEL

Find us on
STAND 201 at the:

THE Hutchwilco NEW ZEALAND
BOAT SHOW

18-21 May 2023,
Auckland Showgrounds,
Epsom, Auckland

SLEIPNER

A suitably sized thruster system allows you to compensate for external factors such as wind and current while helping you maneuver in tight spaces, enabling safe and smooth boat docking when facing the challenges of crowded marinas.

Ask us about Sleipner's new range of brushless E-Vision thrusters. Suitable for integration with modern docking systems.

FACTS ABOUT SALT-AWAY®

- **Protect your boat, engine and equipment with the original Salt Removal product**
- **Salt-Away is a water-based, non-hazardous, biodegradable solution that dissolves, releases and removes salt crystals from any surface**
- **Breaks down layers of salt accumulation**
- **Available now from all leading marine retailers**

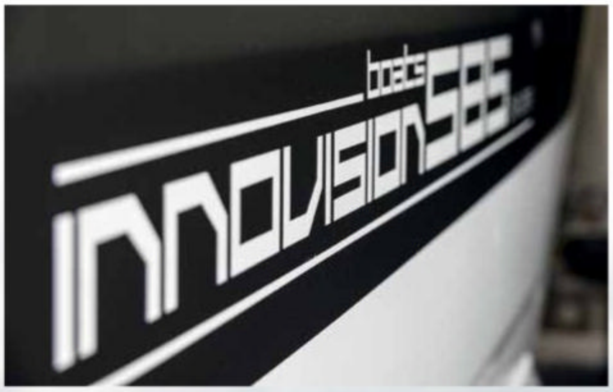
AdvanceTrident

173 Marua Road Mt Wellington, Auckland, 1051
PH: 09 845 5347, sales@advancetrident.com
https://www.advancetrident.com

BUSINESS **PROFILE**

10 years of Innovision and going strong

Innovision's range of distinctive and capable trailerboats are finding favour with media pundits and the boating public alike.



ABOVE Minoprio is proud of what Innovision Boats has achieved in just 10 years.

BELOW Unmistakeable styling, plumb bows and excellent workmanship are hallmarks of Innovision's boats.

Ten years ago, marine electrician, amateur boatbuilder and career sailor Simon Minoprio began building his first Innovision boat, in aluminium, inspired by the Wally Boats he'd seen in the Mediterranean while leading his Vision Yachting sailing team on the Match Racing World Circuit. Minoprio is partially blind in his left eye, which the team's name wryly played on.

Minoprio always wanted to be a boatbuilder, having helped his father finish his uncle's yacht while still a boy, but the resins used for composite boatbuilding didn't agree with him, so he became a marine electrician instead.

But his first love was yachting. A gifted sailor, he'd competed in the Optimist Words in Ireland and South Africa as a boy, sailed P-Class and Starlings, and was part of the RYNYS Youth Training programme for four years before embarking on his 10-year professional sailing career.

Seeing a Wally Boat for the first time was "a light bulb moment", says Minoprio, who was deeply impressed by the luxury marque's distinctive looks and ground-breaking performance.

Now 30 years old and back at home, he found himself unimpressed with the ride and handling of his friend's father's aluminum trailer boat – and was quite vocal about what he didn't

like. "So why don't you build your own?" his friends asked. That was the catalyst for Innovision Boats.

That first boat, built to Minoprio's innovative and unique design by a contract fabricator in a shed in Keeling Rd, Henderson – close to where he would later open his first factory – took too long to build and the fabrication costs were too high. But it performed well, even if the aesthetics "still needed work". The boat's owner loved it.

The second and third Innovision trailer boats followed in quick succession, Minoprio finishing off boat #2 on the street outside his home. As word got out, demand for these unique vessels grew, and Minoprio built boats to order in borrowed sheds using contract fabricators in New Plymouth and Whangarei. He built them as fast as his order book, labour constraints and cashflow would allow.

Every new boat was an evolution of those that had come before. Minoprio continuously developed the range, adding centre-console and hardtop models and

INNOVISION
INNOVISION
INNOVISION

YAMAHA
Revs Your Heart

Ovlov Marine Ltd

Ovlov Marine
VOLVO PENTA
40 years
1978 - 2018

Yamaha in the City

HELM MASTER EX

FULLY DIGITAL BOAT CONTROL SYSTEM

Yamaha has once again taken marine technology to the next level with this industry-first, and game changing, digital boat control system.

Ovlov Marine Ltd

- A parts team ensuring quick response & parts dispatch.
- Full workshop with eleven mobile vans.
- Genuine Yamaha parts.

YAMAHA GENUINE Parts & Accessories
YAMALUBE

NEW
XTO OFFSHORE
425HP
5.6L
V8 FULLY INTEGRATED POWER SYSTEM

Ovlov Marine Ltd
Established 1978
Ph 09 377 4285 Fax 09 377 9665
142 Beaumont Street, Westhaven
Email: info@ovlov.co.nz
www.ovlov.co.nz

YMF YAMAHA MOTOR FINANCE
YMI YAMAHA MOTOR INSURANCE

The Boat Show awards are an achievement all the staff are extremely proud of…

tweaking aesthetics and layouts, but the hull design parameters have remained the same since those early boats. "We got the hulls really sorted after the first few boats, so there's been no need to change the hull profiles, just small tweaks," says Minoprio. "It's all about perfection!"

Interest in the brand was growing among those in the know, especially sport fishers impressed by the Innovision boats' exceptional ride quality, sea worthiness and interior volume, so he needed to expand production. Around four and a half years ago, Minoprio's wife Haylee put the heat on – "It's time to make this hobby a business," she said. Grateful for her support, he took her advice and moved into premises in Keeling Rd, Henderson, employing his own staff to build the boats.

Along with the smaller models Innovision had made its reputation on, in order to meet his new customers' elevated expectations, the company was now building bigger models as well, to higher specifications and finished to ever higher standards, all carried on high-quality Innovision aluminium trailers.

Innovision Boats began to be recognised by the marine industry too – in recent years it has received four awards at the Hutchwilco New Zealand Boat Show, recognising excellence.

While the Henderson factory allowed Minoprio to fill orders more quickly, demand was still outstripping supply. Recognising he needed still more capacity, and finally with enough cash flow to make his next move, two years ago he leased a much larger, modern facility in Rosedale on Auckland's North Shore.

Now with 10 staff on the floor, plus Simon and an Office Manager, Innovision Boats has the capacity to build up to 25 boats per year. Currently pumping out 15-20 boats a year, Simon has had to rely on his staff to help achieve his goals for the business. Steve, one of Minoprio's first employees, has been working for the business for 3.5 years and is now Innovision Boats' Fit-out Manager, while Chris has been Fabrication Manager for two years.

Minoprio reckons the team brings as much passion to produce an amazing product as he does, which is evident in the workmanship in each and every boat.

"The Boat Show awards are an achievement all the staff are extremely proud of," says Minoprio.

It took 10 years to build the first 50 Innovision Boats, but I suspect it won't take very long at all for the next 50.

Congratulations Simon Minoprio and Innovision Boats. Here's to the next 10 years. BNZ

ABOVE A dedicated and passionate team are turning out 15-20 Innovision Boats a year from the new Rosedale factory.

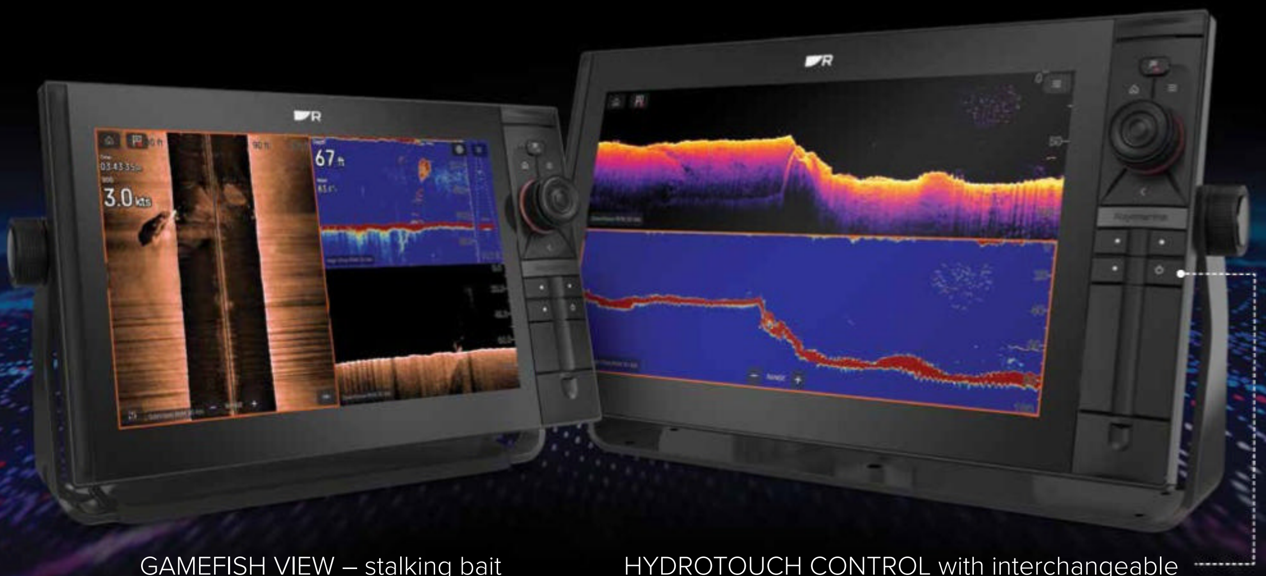
BELOW Fishers and divers appreciate Innovision's ride and handling, along with exceptional interior volume.

WATCH IT

Raymarine

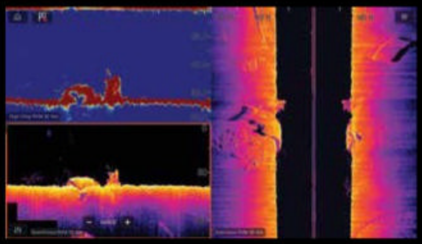
INTRODUCES THE MOST POWERFUL
AXIOM EVER

AXIOM 2 PRO REALVISION MAX

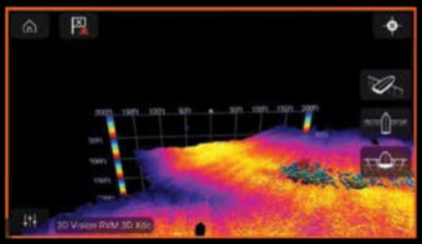


GAMEFISH VIEW – stalking bait

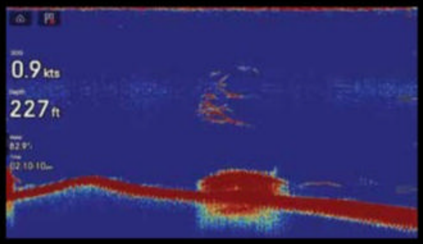
HYDROTOUCH CONTROL with interchangeable autopilot keypad (includes access to fishing patterns)



SEE CLEARER with better resolution, higher ping rates and tighter beam widths for sharper sonar images without the loss in depth performance

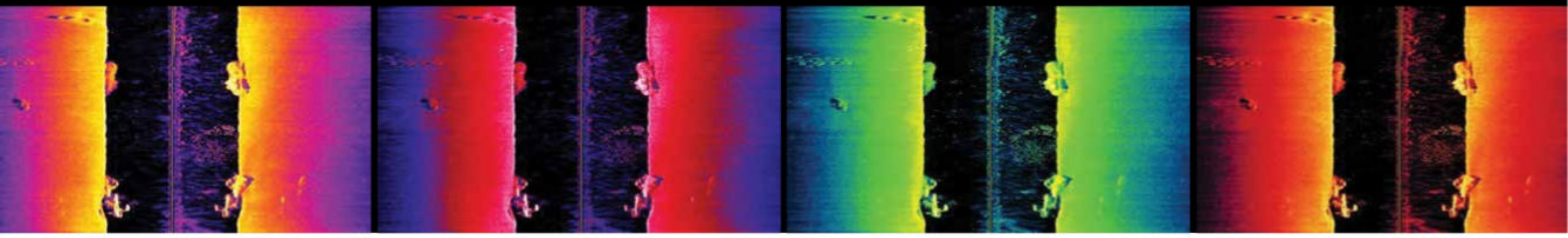


FISH AROUND THE BOAT with RealVision 3D that provides accurate target location and set up the perfect drift or spot lock



GO DEEPER with 3 times the power and 35% greater range using the built in High Chirp Sonar

High contrast colour palettes to accentuate targets and make fish stand-out from water column noise



SEE THE RANGE IN HALL 2 AT
THE HUTCHWILCO NZ BOAT SHOW STAND 297

LAB0731

feature

Bennington pontoon

WORDS & PHOTOGRAPHY BY
JOHN EICHELSHEIM
PHOTOGRAPHY **SUPPLIED**

NEW RELEASE: BENNINGTON PONTOON BOATS

LUXURY LOUNGING

Bennington is a serious player in the world of pontoon boats, building around 55 aluminium vessels per day at its 3,530m^2 Elkhart, Indiana plant.

The biggest purchaser of Yamaha outboards in the world, Bennington produces "luxury performance boats", which – along with robust construction and engineering innovation – sets it apart from most producers of this style of popular watercraft.

Make no mistake, in North America pontoon boats are everywhere. There's hardly a lakeside cabin or holiday home without at least one secured to its jetty or marina berth, and they are a common sight on saltwater too. Bennington owns a large chunk of the market, especially at the luxury end, having sold more pontoon boats than any other manufacturer in three of the last four years.

BENNINGTON

Now, for the first time, Bennington boats are available in New Zealand through Trev Terry Marine, which services the Taupo and Rotorua lakes region, as well as through Wanaka Marine in the South Island.

Bennington Boats is owned by US company Polaris Corporation, which in New Zealand and Australia also markets Polaris ATVs and snowmobiles, as well as Indian motorcycles. In New Zealand Bennington hopes to leverage off the success of the brand in Australia, where Bennington pontoon boats are selling strongly, says Craig Tillson, Retail Development Manager for Polaris New Zealand.

In early April Tillson and the team at Trev Terry Marine organised a demonstration day on Lake Taupo to showcase two Bennington models: an entry-level S-Series model and a larger, high-end luxury Q-Series model. *Boating New Zealand* was there.

Though they are still a rarity in New Zealand, I've spent some time aboard a variety of pontoon boats over the years enjoying the hospitality of American friends and on magazine assignments in the USA. I understand their appeal: comfortable, incredibly stable and relatively easy to handle, they provide versatile, spacious platforms from which to enjoy relaxed family boating activities and socialising with friends.

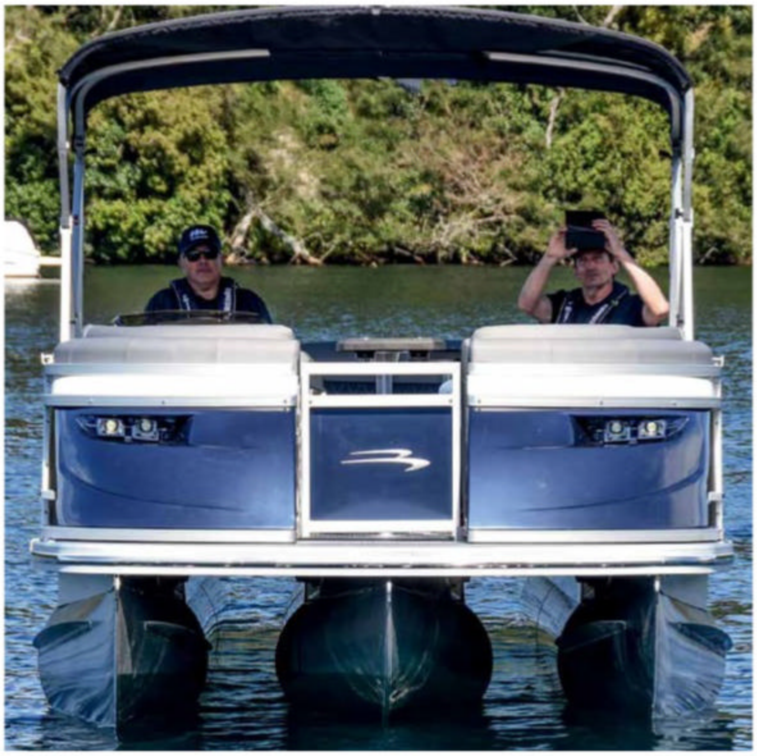
The boats Bennington made available represent opposite ends of the range: the 21 SXSR is from Bennington's 'value' Premium S range, albeit the most premium model of three in that range, while the 25 QSB ('Swingback' with two folding biminis) is part of Bennington's 'Flagship' range. While the SXSR is rather more basic than the Q Series, it still offers plenty of luxury features, comfort and performance.

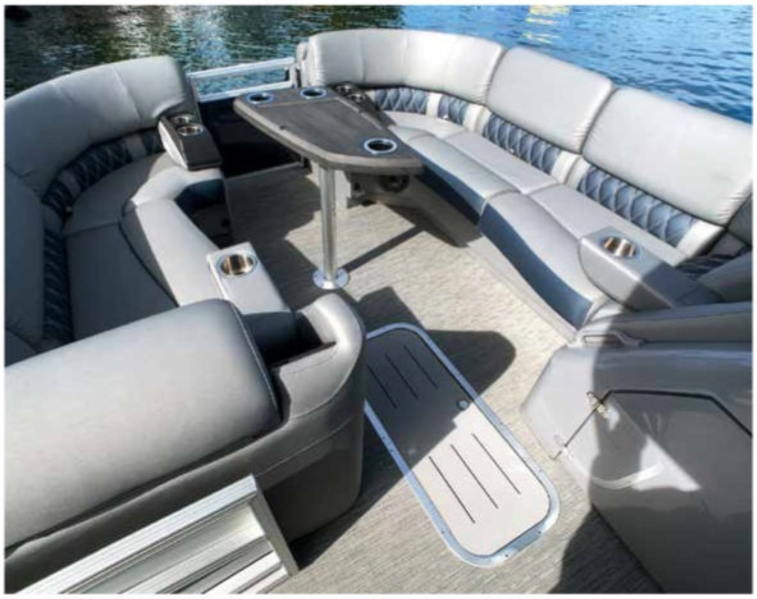
Both boats ride on three pontoons – some Bennington models are also available with only two pontoons, making them slightly cheaper, but at the expense of performance and ride. Both boats were equipped with single outboards, but twin outboard configurations are also offered.

The 21 SXSR 'tri-toon' hull has three full-length cylindrical pontoons with storage in the centre hull. The SXSR's pontoons are strengthened by heavy-duty I-beam cross-channels in the bows and feature spray deflectors forward and lifting strakes/chines further aft.

The QSB comes with Bennington's Elliptical Sport System (ESP), with a larger diameter elliptical centre pontoon (also with storage) for improved performance and a carrying capacity of up to 15 people. Tube thickness can also be upgraded. Like the SX, the pontoons have spray deflectors and lifting strakes/chines.

Step aboard either of these vessels and you are struck by their sheer volume. There's seating for as many people as you like – even the smaller SX is rated for up to 11 adults. There's room to spare, storage galore and lots of clever features, like adjustable seat backs, generous ski lockers, bimini tops (optional electric on the SXSR), drink holders, docking lights and the sorts of entertainment





ABOVE Integrated docking lights are a feature of the Q25. The elliptical centre pontoon is easily seen in this head-on photo. The 250 SHO provides ample power. The bow area provides just one of several seating options, and there's a huge lounging deck aft.

LEFT Performance and ride are surprisingly good.

ABOVE An electric bimini is an option.

ABOVE The tow rail is standard on the SX21.

ABOVE The SX has simpler lines and a more basic specification.

options that American boat builders do so well. Both boats get Rockford PMX-2 sound systems (the QSB with transom speakers and Bluetooth controls), Simrad electronics, integrated ski/tow bar or solid drop-in ski-pole and LED mood lighting.

Quick-drying Simtex vinyl upholstery is used for both vessels. It looks smart, but the luxury level steps up considerably aboard the QSB, with stitched diamond cushion tops and perforated espresso accents. The QSB also gets a pop-up canvas enclosure under the rear lounger that provides a private space for changing or a portable toilet.

The QSB is a step up in styling, too, with fibreglass nose cones (more storage) and fibreglass rather than painted aluminium sides. The moulded fibreglass interiors of both boats are modular, allowing different layout options from the factory and the options list is extensive.

ON THE WATER

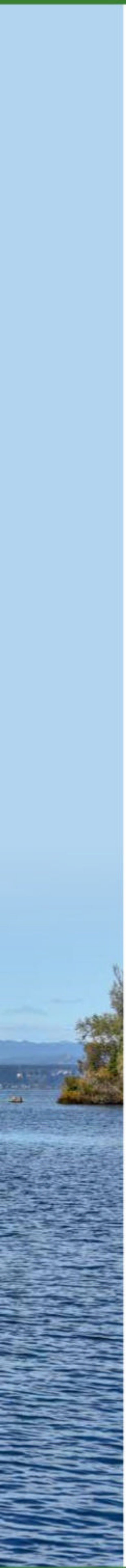
So how do the Benningtons perform?

Very nicely, thank you. The 6.7m 21 SXSR was equipped with a 150hp Yamaha outboard with power-assisted steering. Top speed is a respectable 66kph (35 knots) and performance feels lively. The boat climbs onto the plane without any real feeling of transition and steers and tracks nicely. I was surprised how well the boat handles sharp turns at speed, and also how easy it is to manoeuvre at low speed.

Passengers and helm are exposed to the winds of passage, but the boat seems to be a dry runner – we had flat conditions on the lake, but a few days prior Craig had used both vessels in quite choppy conditions and reports they handled it well, and he stayed dry. Although most owners wouldn't consider taking these boats offshore, they are perfectly at home on lakes big and small, harbours, estuaries, waterway developments – even the more sheltered waters of the Hauraki Gulf, says Tillson. In the USA Bennington pontoon boats are routinely used on saltwater and the factory offers 'saltwater' models – the SXSR we trialled is one such model. All Bennington boats have a 10-year structural warranty.

The 25 QSB looks and feels the larger vessel of the two. Equipped with a

SX21
YAMAHA
BENNINGTON



Yamaha VF 250hp with power-assisted steering (but rated to 450hp!), it's good for around 40 knots in this guise. This package feels a bit more refined than its smaller sibling, smooth and quiet with surprisingly nimble handling. It's rather fun to drive.

Lavishly appointed with a clever layout, the QSB offers so many options for a day on the water, whether parking up in a quiet bay for a swim and a bit of sun worshipping, rafting up with friends, towing water toys, fishing, or enjoying a few drinks on a twilight cruise (appoint a sober driver first!).

Did I mention the luxury? Outstanding, with coolers/refrigeration options galore, heaps of storage, privacy enclosure, twin tables and seats and loungers that are better than those I have at home. The sound system's awesome, too.

In contrast, the SXSR is somewhat less luxuriously appointed, though still extremely comfortable with a comprehensive list of standard features and plenty of optional extras available. It's the more affordable of the two models here, too, and smaller, which may make it less intimidating for first timers, though as mentioned these boats are easy to manage – they just seem large with all that deck space, seating and entertaining space.

Both boats can be trailered, though the larger QSB with its 2.59m beam requires trailer flags/panels (Bennington also produces 2.44m narrow beam versions). Towing weights are 2.9 tonnes for the 25 QSB and 2.4 tonnes for SXSR.

Lead time from the factory for New Zealand customers is just a few months, says Brock Terry from Trev Terry Marine, and the boats arrive fully rigged and ready to enjoy. BNZ

21 SXSR

capacity	11 people
maximum hp	150hp
engine	Yamaha F150
pontoon gauge	.080/.100
loa	6.71m (22 feet)
speed	35.6 knots
seating/floor plan	Quad seating
sound system	Rockford Fosgate PMX-2, Kicker head unit and speaker
RGB lighting	Toe-kick, exterior side, underwater, speakers
other features	Centre tube storage, Ski tow bar, Sport Performance System (SPS), Simtex vinyl
packages from	POA

25 QSB

capacity	15 people
maximum hp	450hp
engine	Yamaha VF250
loa	8.5m (28 feet)
speed	39.1 knots
display	Simrad Go9
seating/floor plan	Five-position Swingback
bimini	Double bimini 4.6m
sound system	Rockford Fosgate PMX-2, transom speakers
RGB lighting	Toe-kick, exterior side, underwater, mesh logo, speakers, cup holders
other features	Centre tube storage, Ski pylon, Eliptical Sport Performance System (ESP), Simtex vinyl
packages from	POA

Seafarer
INFLATABLES NZ

MADE IN NEW ZEALAND

SEAFARER
SEE QUALITY

REPAIRING, RETUBING,
CUSTOM INFLATABLES

We only use the finest quality German Valmax PVC & TPU fabrics, welding these fabrics is our specialty. Customized welding machine for most reliable high quality welds & allow us to 100% thermobond weld the tubes.

Our aluminium hulls are designed in-house & manufactured in NZ by local aluminium boat building experts. We only use the highest quality marine grade aluminium and powder coating compound.

We also offer AFFORDABLE RE-TUBES & REPAIRS by Experienced technicians who have been trained to the highest standards.

E: **info@seafarerinflatables.co.nz**
W: **www.seafarerinflatables.co.nz**

COMPACT WATERJET BOW THRUSTER

JET SETTER

JET THRUSTER HOLLAND'S new compact Water Jet Bow Thruster suits boats up to 9.0m.

The jet thruster is powered by a 12-volt DC battery, delivering 30kg force. Jet nozzles, 60mm in diameter, are located further forward (compared with thrusters fitted in a tunnel), and so deliver a better fulcrum effect, turning the boat more easily.

Jet Thruster's Compact Water Jet Bow Thruster is supplied as DIY kit that includes hose, plumbing and tools for installation.

FIND IT @ WWW.SOPAC.CO.NZ
SALES@SOPAC.CO.NZ

PORTABLE ICE MAKER

COLD AS ICE

ALWAYS HAVE ENOUGH ice cubes for a cold drink with this 12/24-volt ice maker. It features a carry handle for portability and can produce ice cubes in less than seven minutes. The touch-control panel with snowflake motif makes it simple to choose different running modes with different colours. Simply fill the reservoir with water and choose the ice cube size.

The unit's compact design is 350(l) x 352(h) x 275mm(w) and the ice maker is covered by a three-year warranty.

Explore the Brass Monkey range, now available from Burnsco stores nationwide and online.

FIND IT @ WWW.BURNSCO.CO.NZ
0800 10 20 40

DOCKING WHEEL DOME DWD400

DOCKING MADE EASY

MARINAQUIP'S NEW PATENT-pending Docking Wheel Dome is a unique rolling fender made from indestructible POE.

After three years of research and development with some of New Zealand's top engineers, Marinaquip has unveiled its latest innovation for yachtsmen and mariners docking their most-prized possessions.

Unlike other market offerings, the DWD400 dome-shaped "re-invention of the wheel" is designed to cope with impact from all directions and can sustain a remarkable four tonnes of pressure.

Docking Wheel Domes are available for replacement on existing Marinaquip Stainless Steel Brackets, or can be purchased with a completely new kit.

FIND IT @ WWW.MARINAQUIP.COM

EARTHLING
E-PROPULSION Systems Integrators
E-THOS
whisper power
MOLABO
Complete E40 Catamaran – Complete E-THOS systems – Email: info@EarthlingEthos.com

INTEGRA JS FOR SUZUKI

ALL UNDER CONTROL

ULTRAFLEX'S NEW INTEGRA JS joystick combines with Integra EPS electronic power steering to interface directly with Suzuki outboards.

At low speeds Integra JS effortlessly moves the boat in any direction: forward, reverse, sideways or diagonally and even enables it to spin on its own axis.

Integra JS specialist fishing modes give total control when bottom or drift fishing.

Fully customisable, Integra EPS automatically adjusts helm turns depending on the engine's RPM in its Auto Cruise and Auto Sport driving modes.

Interfacing with Garmin and Raymarine autopilots, Integra EPS is suitable for all outboard makes while the Integra JS joystick interfaces directly with Suzuki outboards.

FIND IT @ WWW.LUSTY-BLUNDELL.CO.NZ

GEAR HUGGER LUBRICANT

GEAR HUGGER
ECO
MULTIPURPOSE LUBRICANT

WRAP AROUND PROTECTION

GEAR HUGGER cleans, restores, lubricates and protects without harming the planet, thanks to an eco-friendly, plant-based, non-toxic formula with up to three times the lubricating power of leading petroleum brands.

Gear Hugger cleans heavy grease, grime and dirt from engines or appliances and its quick working plant-based bio solvents are safe for aluminium, copper, brass and steel, high-density rubber and plastic, and most man-made surfaces such as linoleum, MDF and countertops. It can be used to polish most wooden surfaces.

Gear Hugger biodegradable products are free of petroleum, PTFE, VOCs and toxins, so safe to use around pets, kids and gear-loving grown-ups. Available in 11g or 85g cans with wide mist or concentrated mist spray distributions.

FIND IT @ WWW.TENOB.CO.NZ

LECTROTAB NMEA 200 CONNECTION

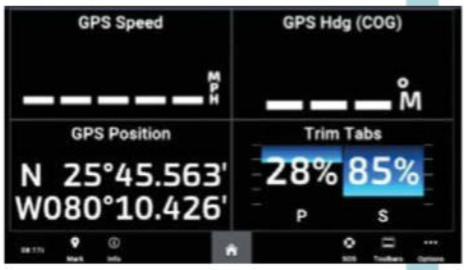
KEEPING TABS

LECTROTAB HAS RELEASED an NMEA interface that can be added to any Lectrotab system with an existing SLC Auto-Retract LED Controller.

The SLC-NMEA Adapter allows the Lectrotab One-Touch LED controller to communicate with many MFDs through the NMEA 2000 network. This is handy for displaying, through a percentage reading, exactly how much each trim tab is extended at any time without having to look down at the controller.

The SLC-NMEA adapter connects to all new or existing SLC-11 One-Touch LED controls and is compatible with most MFD displays that include trim tab indicators. It operates on 12V or 24V DC systems.

FIND IT @ WWW.ADVANCETRIDENT.COM



GPS Speed

— — — — — MPH

GPS Hdg (COG)

— — — °M

GPS Position

N 25°45.563'
W080°10.426'

Trim Tabs

28% 85%

P S

NYALIC®
Spacecraft Proven Protection

Protecting Marine Craft in New Zealand and the world for 30 years

- Clear Protective Coating
- Preserves both Metal and Painted Surfaces
- Highly Corrosion Resistant
- Highly Cleanable Surface
- Restores Paint Appearance
- Long Lasting Protection

FREE 0800 692 542
Text 0274 351 069
sales@nyalic.co.nz

www.nyalic.co.nz

NYALIC®
Spacecraft Proven Protection

MUST BE WON:
$300,000-PLUS
SURTEES/YAMAHA GRAND PRIZE!

MOST VALUABLE
GRAND PRIZE
EVER!
SURTEES
YAMAHA

E-TICKET BONUS #2: BUY ONLINE & GET A FREE BONUS TICKET INTO THE GRAND PRIZE DRAW!

E-TICKET BONUS #1: BUY ONLINE TO WIN THIS **$8,000+** VIKING PACKAGE

THE **Hutchwilco** NEW ZEALAND
BOAT SHOW

18 – 21 MAY 2023

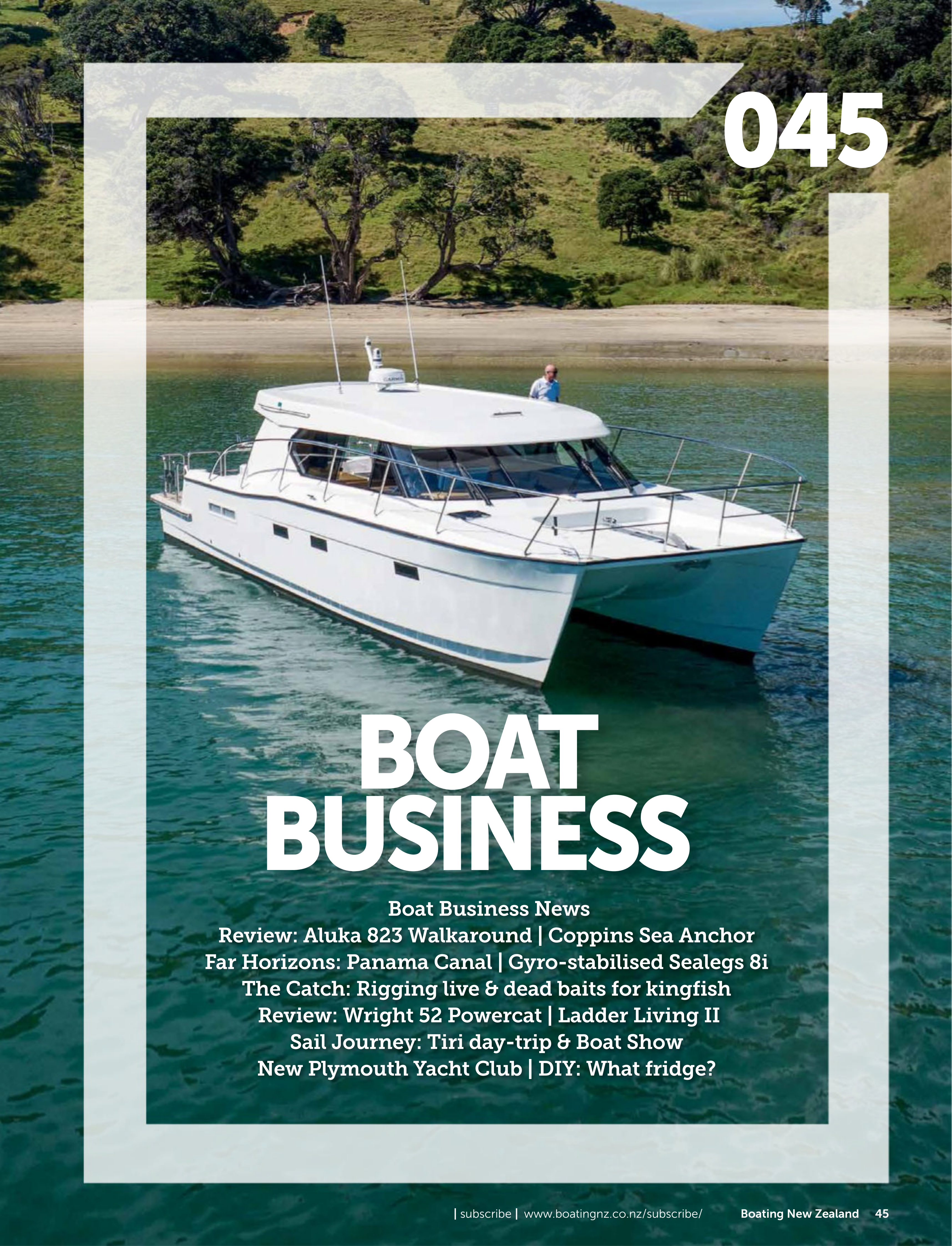
Auckland Showgrounds, Greenlane, Auckland

10am – 6pm Daily, Late Night Friday (8pm)
Admission $25 online* or at the gate – Kids 16 & Under FREE

TICKETS ON SALE NOW AT*
boatshow.co.nz

**Transaction fees apply, last day for online ticket sales is 17 May 2023. Full details, terms & conditions at www.boatshow.co.nz*

Hutchwilco · SURTEES BUILT TO FISH · YAMAHA Revs Your Heart · GFAB TRAILERS · GARMIN · VIKING KAYAKS · Top Catch BAIT. TACKLE. ADVICE. · NEW ZEALAND fishing news · THE ROCK



045

BOAT BUSINESS

Boat Business News
Review: Aluka 823 Walkaround | Coppins Sea Anchor
Far Horizons: Panama Canal | Gyro-stabilised Sealegs 8i
The Catch: Rigging live & dead baits for kingfish
Review: Wright 52 Powercat | Ladder Living II
Sail Journey: Tiri day-trip & Boat Show
New Plymouth Yacht Club | DIY: What fridge?

NEW BOATS AND BUILDS

CANDELA ELECTRIC CENTRE CONSOLE

CENTRE CONSOLE CRAFT for fishing, families, and watersports are the most popular boats in the world – and also among the most power-hungry vessels on the water.

Around 50,000 centre consoles are sold annually in the US alone and many more globally.

The Swedish-made Candela C-8 Center Console is designed to electrify the world's best-selling boat segment, offering unprecedented electric speed, range, and energy efficiency that is several times higher than traditional gas boats.

Flying on computer-guided hydrofoils, underwater wings, the Candela C-8 CC uses 80% less energy than conventional vee hulls, enabling a range of 57 nautical miles at a cruising speed of 22 knots.

This is three times longer than any other electric boat on the market, and plenty of range for fishing trips, watersports, or cruising to your favorite sandbar.
For mooring, the foils retract into the hull at the push of a button on the touchscreen.

Once foil-borne at 16 knots, the direct-drive pod motor is near-silent in flight. Soaring over the waves, the C-8 CC is stabilised by its flight computer, which adjusts the hydrofoils 100 times per second to ensure a steady and bump-free ride in waves and chop.

The C-8 CC's single 100hp pod motor is enough power to take off with eight people on board, at a cost of less than US$10 for a full battery charge. The motor requires no maintenance for 3,000 hours.

Made from 100% carbon fibre, the C-8 CC starts at €330,000, including a 15.4-inch navigational screen and free over-the-air updates of the User Interface and Flight Controller, which will unlock new features over the boat's lifetime.
www.candela.com

DREADNORT V10000

THE DREADNORT V10000 has a hull length of 10m and a beam overall of 3.3m. Power depends on customer preference – single or twin diesel inboards or twin outboards. The transom configuration also depends on customer preference, whether a game fishing transom designed for backing up or a boarding platform.

With its long waterline length, displacement hull speed is around 7.5knots making for efficient gamefish trolling.

Accommodation forward comprises a double berth and bunks with head and shower. The saloon features horseshoe seating to port, with the table dropping to form another double berth, galley and helm station to starboard.

With the vertical bow design on this boat, the useable interior space should be compared to an 11.5m boat with a conventional bow.

Transformarine has also started preliminary drawings for 12m and 13.1m versions.
www.transformarine.com
www.dreadnort.com

SCOTT LANE BOATBUILDERS

THE SCOTT LANE BOATBUILDERS team is busy with another Valder Yacht. Boat 2 (SL17) is well under construction and due for launching later this year. The vessel is 20.6m long with a beam of 6.7m.

The first Valder Yacht – Boat 1 (SL16) *The Keys* was launched in mid-2021. She is now in Florida being enjoyed by her owners.

Parts of Boat 3 (SL18), which is a flybridge version – have also been finished.

These foil-assisted catamarans are designed by Roger Hill. They are made entirely of carbon fibre. These boats offer custom luxuriousness with the extra capability and excitement of speed.

All of the structural work of Boat 2 (SL17) is complete. The boatbuilders are now well into engine room and joinery fitouts. All of the other major components – cabin top/flight deck, forward decks and topsides – are made and stored in the workshop and yard ready to be put together very soon.

Like *The Keys,* this pleasure cat will also be powered by twin 1300hp MAN engines, ready and waiting on the workshop floor.

Some major differences between this boat and *The Keys* is a change in driveline, from conventional shaft drives to Q Speed surface drives. Hydraulic thrusters and anchor winch have been chosen over electric as used in Boat 1. Bulkheads have been pushed and pulled with another ensuite being added. Steps have been removed in the master cabin and saloon/galley to give a massive uninterrupted floor space.

The exciting and innovative Valder Yacht, Boat 2 (SL17), will 'turn heads' once on the water.

For updates on progress of this build go to the Scott Lane Boatbuilders Facebook page.
www.valderyachts.com
www.scottlaneboatbuilders.co.nz

PRINCESS
OFFICIAL DISTRIBUTOR
NEW ZEALAND / FIJI
Arriving December 2023

V40
PRINCESS

Auckland | 131 Westhaven Drive (09) 274 9918
Christchurch | 507 Moorhouse Avenue (03) 379 9208

Learn more about Princess at PRINCESSYACHTS.COM

SPORTS MARINE
OFFICIAL DISTRIBUTOR

Scan for listing details

BAYS BOATING MERCURY DEALER OF THE YEAR

BAYS BOATING has been named Mercury Marine's New Zealand Dealer of the Year for 2022.

Located at Motueka on the northern tip of the South Island, Bays Boating was started in 2004 by Dave Thorn in his parent's hop shed and has since grown to be the region's largest marine retail and service centre, now employing over 10 staff.

In 2019, Bays Boating opened a spacious new showroom and purpose-built workshop where there are five full-time mechanics.

Mercury Marine's Director of Sales David Meehan said the win by Bays Boating was "thoroughly deserved".

"Bays Boating had lots of success in 2022, achieving outstanding growth across a number of product portfolios.

"It was a hotly contested competition with many worthy candidates, but Bays Boating were the standout, highlighted by them being the first South Island dealership to become a Mercury Premier Service Centre."

BOATING
DEALER OF THE YEAR

(Left-right) Mercury's Director of Sales David Meehan, David Thorn from Bays Boating and Mercury Australia, NZ and Pacific Islands General Manager Brad Zoelle.

The team from Bays Boating and all the other winners were recognised at the 2022 Mercury Marine Awards held at SeaWorld on the Gold Coast, where dealers were also able to get to grips with a host of new products.

The awards also involve regional and specialist categories. The full list of winners for 2022 is available on the Mercury Marine Australia website.

www.mercurymarine.com.au

RIVIERA FLEET HEADS TO SANCTUARY COVE

RIVIERA WILL HOST PREMIERE celebrations and their exclusive Owner's Festival as part of a spectacular 11-model showcase at the 2023 Sanctuary Cove International Boat Show, beginning on May 25.

The massive showcase at Sanctuary Cove will be Riviera's only boat show display in Australia in 2023 and will feature the World Premiere of a yet-to-be-announced new motor yacht at the show.

The Riviera collection, from 39 to 78 feet, today includes the magnificent Motor Yacht, five long-range and luxurious Sports Motor Yachts, four sophisticated Sport Yachts, seven adventurous SUVs and the elegant Belize collection.

The Riviera Festival of Boating will be held on water aboard multiple Riviera yachts with workshops held aboard the Riviera YOT Club, the social heart of the festival located within this year's huge showcase.

Riviera owners are exclusively invited to participate in a comprehensive programme of boating educational and training workshops and in several exclusive social events as part of the festival activities. Pre-registration is now open – owners can consult their Riviera Dealer representative for more details.

www.riviera.com.au

HP WATERMAKERS & RAYMARINE AXIOM SIMPLIFY LIFE ONBOARD

THE PARTNERSHIP between HP Watermakers and Raymarine, beginning in 2019, has led to the installation of the HP Watermakers communication app on multifunction displays in the Axiom range.

Raymarine's Axiom 2 Pro combines chartplotter, fishfinder, radar, autopilot and video in one powerful multifunction display. Hybrid Touch technology combines touchscreen control with an all-weather external keyboard and intuitive LightHouse operating system.

"HP Watermakers was the first company to develop a communication protocol compatible with our systems," explains Michelle Hildyard, VP of Product Management and Business Development.

If the customer chooses the Raymarine Axiom system, combining it with an HP watermaker simplifies the installation and management of the fresh water supply system. And should the watermaker stop working, an alarm with a pop-up appears on the MFD monitor. The instructions page relating to that specific problem opens directly and the owner can then try to reset the system or consult the manual or, easier still, follow the video tutorial to solve the problem independently.

This simple solution allows saving time and money, but often also saves the holiday.

www.raymarine.com www.hpwatermakers.com

CXO300
diesel V8
COX
COX
diesel V8
25%
LESS FUEL
3x
LONGER LIFE
479 LB.FT
TORQUE
Go further. Go diesel.
Scan the QR code for more info

Auckland 131 Westhaven Drive (09) 274 9918
Christchurch 507 Moorhouse Avenue (03) 379 9208

www.sportsmarine.co.nz

SPORTS MARINE
OFFICIAL DISTRIBUTOR

HANSE 460 WOWS SHOW-GOERS

STYLE, FUNCTIONALITY and luxury made the new Hanse 460 one of the big sailing drawcards of the 2023 Auckland Boat Show.

Kiwi yachting enthusiasts got their chance to check-out all the features of the award-winning Hanse 460 luxury cruiser from well-respected German sailing brand, Hanse Yachts at the Auckland Boat Show in March, the New Zealand premiere of the Hanse 460.

A completely new design, the 460 combines powerful lines from renowned French naval architecture firm Berrett-Racoupeau and precision German engineering inherent across the entire Hanse sailing range. Hanse's well-established core values of performance cruising and easy sailing for two people or a couple are beautifully expressed in the 460. Add cockpit space usually associated with a 50-foot yacht with highly enviable cabin dimensions and you have a template for an unrivalled sailing experience in a boat of this class.

Code, the 460 exhibited at the Auckland Show, is a three-cabin version with a distinctive dark grey painted hull which showcases the Hanse 460's emphasis on sailing performance and handling with a knuckle and hard chine above the waterline leading to a broad, flat contour aft producing an efficient hull shape that leaves minimal wake.

460's generous 4.79m (or 15 ft 9 inch) beam allows for two exceptionally roomy aft staterooms, one of which has been converted to a utility room with an additional freezer, plus an owner's stateroom with a semi walk-around island double berth, overhead storage lockers, a hanging locker, plus large private en-suite.

High-quality interior finishes complemented by French Oak furniture and joinery, as well as spacious accommodations for a yacht this size and everything is within easy reach of the helm, living-up to Hanse's ethos of easy sailing characteristics.
www.windcraftyachts.com

AWLGRIP
AWLCRAFT 3000
CLEAR BASE

AWLCRAFT 3000 ENHANCED COLOUR

AWLCRAFT 3000 is the latest Awlgrip topcoat to feature enhanced colour technology, delivering truer and deeper colours for professionals and boat owners.

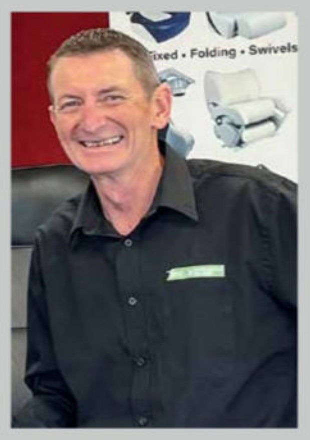
The launch of the new generation topcoat and clear coat coincides with Awlgrip celebrating its 50th anniversary.

The new Awlcraft 3000 system uses the same toner system as Awlgrip HDT. Developed specifically for professional use, the system is coupled with AkzoNobel's suite of digital colour matching tools that support owners in finding the right colour for their boats.

Sharing the next generation colour platform with Awlgrip HDT, it retains Awlcraft 2000's long-lasting, high-gloss finish.

The full Awlcraft 3000 range will consist of a range of colours, one clear coat, and one binder base (available later in 2023). Awlcraft 3000 will continue to use Awlcat #2 converter and Awlgrip Reducers.
www.awlgrip.com

NEW FACE AT TENOB



ANDREW CLYNES has joined the Tenob Wholesale Marine Team in a customer support role.

Andrew has a long and varied history in the marine industry and he now brings his experience and knowledge to Tenob Wholesale Marine, helping them to better service their customers' needs in a professional and timely way.

Andrew loves being on the water, no matter how big the vessel – kayak, dinghy, keeler, cat, displacement or planing hulls, whether fishing, cruising or racing. He loves it all.

With his passion for the water, he understands what it takes to deliver products and services to ensure safe and enjoyable boating with minimal environmental impact.

Even after 30-plus years' experience in the marine industry, Andrew reckons there is a great deal more to learn and he is looking forward to working with the Tenob Wholesale Marine team to provide the sort of high-quality service customers expect from a respected New Zealand-based operation.
www.tenob.co.nz

HILUX GR SPORT

A RALLY CAR IN UTE'S CLOTHING

Sporting a powerful turbo diesel engine, now with 165 kilowatts of power and 550 newton metres of stump-pulling torque, the new Dakar-inspired Hilux GR Sport looks and drives like it's straight out of a rally.

Toyota.co.nz/HiluxGRSport

GR TOYOTA GAZOO Racing
Pushing the limits for Better

Overseas model shown.

TOYOTA | Let's Go Places

2023 SYDNEY INTERNATIONAL BOAT SHOW

EXHIBITION SPACES for the 54th edition of the Sydney International Boat Show are filling fast. The show returns, 3 to 6 August 2023, at the International Convention Centre (ICC) Sydney and Cockle Bay within the iconic surrounds of Darling Harbour.

The show returned in 2022 with over 45,000 visitors coming together in celebration of the boating lifestyle. Sydney International Boat Show 2023 highlights will include an on-water display with more than 200 boats, 19,000m^2 of indoor exhibitor space, which is set to attract boating enthusiasts from across Sydney, Australia and overseas when tickets go on sale in June.

The event promises a standout showcase of the boating lifestyle, from luxury motor yachts and sailboats on water to a host of exhibitors displaying the latest trailer boats and marine technology within the halls of the ICC.

The Show will also present a host of popular entertainment and activities, including fishing masterclasses, watersports demonstrations, marine education, awards, food and beverage bars and fun-filled kids' activities.

Exhibitor applications are now open. To register as an exhibitor or to sign up for the latest news, exclusive announcements, and ticket sales, visit **www.sydneyboatshow.com.au**

EXPANDED SERVICE AT KIWI YACHTING

KIWI YACHTING has appointed a new, full-time service mechanic, Michael Harman, pictured above on the left. Michael will be based at Kiwi Yachting's Mt Albert site, with occasional visits to Twin Coast Marine.

Michael joins Kiwi Yachting with over 20 years' experience as a motor mechanic, 12 of those with Ferrari. Michael is no stranger to the marine industry, having grown up helping his father prepare for many local sailing regattas with Ponsonby Cruising Club and Richmond Yacht Club.

A change of scenery, new challenges and a love for boating are some of the determining factors for Michael's move to Kiwi Yachting's Service Department. Management is super-excited for the future of the servicing team as the company continues to expand.

www.kiwiyacting.co.nz

L & B COMMERCIAL AND LEISURE MANAGER

EXPERIENCED POWER SYSTEMS, telecommunications and home/commercial automation expert, Greg Theron, has been appointed Lusty & Blundell's new Commercial and Leisure Account Manager.

Welcoming his more than 20 years' experience across these industries, L&B's sales director, Cameron Maher, says Greg will be a huge asset to the company, focusing on L&B's fast-growing non-marine sectors,servicing an increasing number of existing clients and attracting new ones.

Greg brings with him an extensive technical and solutions-based knowledge in important areas such as remotely managed smart power control; off-grid and solar power and communications systems; reliable, multiple-redundancy back-up systems and remote internet and communications solutions.

"I really enjoy working with clients to help create environmentally sustainable solutions in situations where traditional electricity delivery and/or telecommunications are not available or are not consistent," he says.

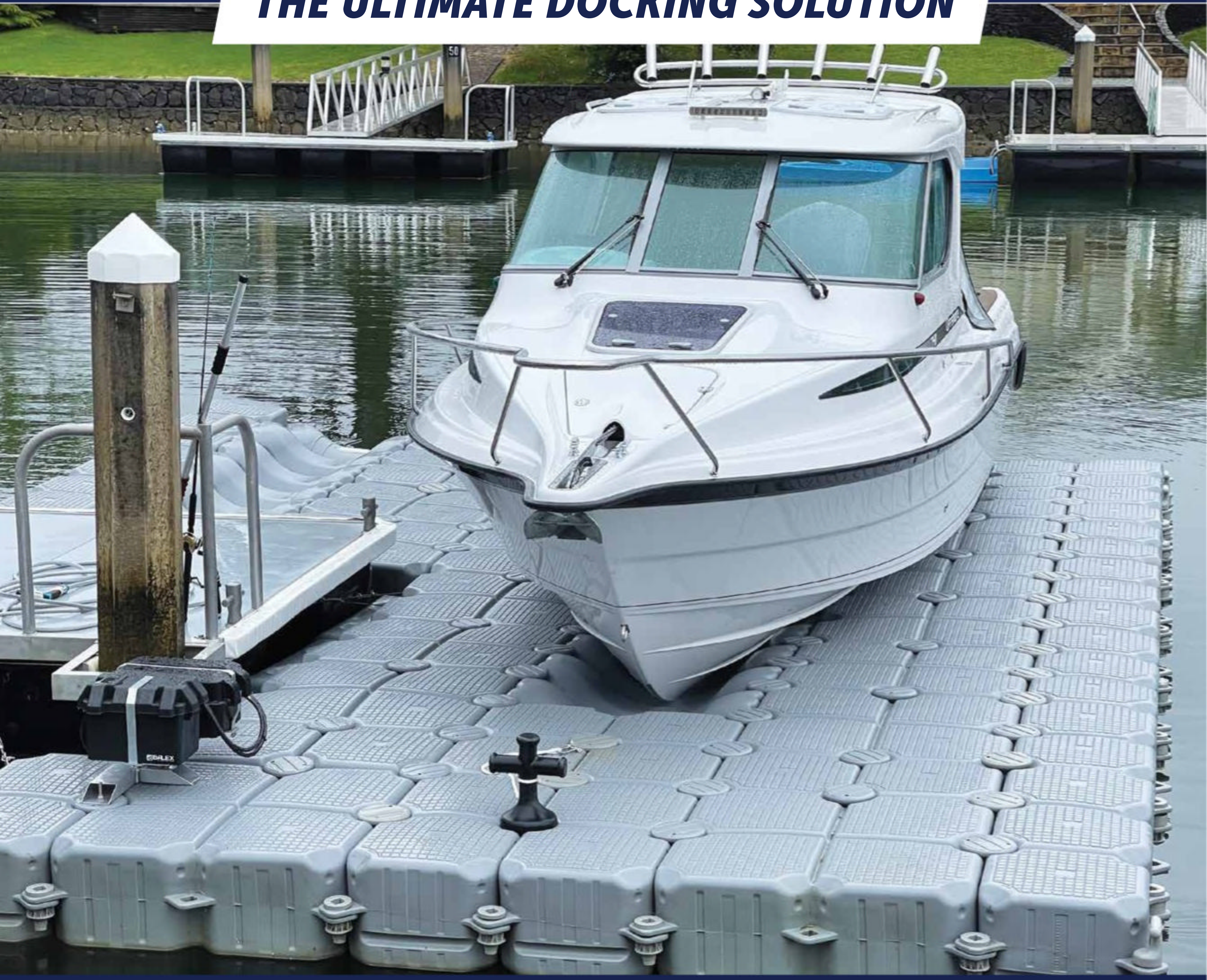
"My customers know that I believe in the products that I am recommending to them and know that I genuinely believe that those products provide the very best solutions for their situation."

www.lusty-blundell.co.nz

CTEK
CTEK
CTEK
CTEK

BALEXDOCK
AUTOMATIC BOAT LOADER

THE ULTIMATE DOCKING SOLUTION



Introducing the Balex Dock – the ultimate docking solution for your boat.

The Balex Dock keeps your boat out of the water in-between uses, reducing the need for hull scraping and anti-fouling, and provides dry, non-slip boarding and disembarking every time.

At the touch of a button, the Balex Dock will launch and retrieve boats of up to 9.5 metres, so you can see why the Balex Dock is the must-have docking solution for your boat.

The Balex Dock delivers:

→ Easy Launch and Retrieve
→ Remote-Controlled
→ Flexible Configurations
→ High Load Capacity
→ Safe Non-Slip Surface
→ Low Maintenance

BETTER GET A BALEX
AUTOMATIC BOAT LOADER

BALEXMARINE.COM 0800 225 3962

FULL FURY

The high-roofed pilothouse-style cabin with forward-sloping windows is certainly different to most traditional enclosed cabin boats, while the striking black paintwork and bold graphics add to the impression that this boat means serious business.

Founder of Aluka Boats, Blair Stapleton, has owned boats for many years but was never quite happy with their configuration. He wanted a boat with a large family-friendly cabin space, and a high-sided walk-around layout. Fishing would be the boat's main function, so it needed to have good access around the cockpit, but with child-friendly high sides. At the same time, performance was key – time spent getting to and from the magical spot-X is wasted time, so he wanted a boat that could get up and go when required.

Since he could not find the boat of his dreams, he decided to design and build it himself. He engaged naval architect Noah Thompson to design something to his specifications, and the Aluka 823 Walkaround is the product of that collaboration. Something like 750 hours of welding went into producing the finished vessel, and we had a chance to try her out just over a week after the boat show.

Since the boat was already in the water when I arrived at Tamaki Marine Park, I did not see her custom triple-axle alloy trailer. However, with a beam of 2.7m she is trailerable within the Category 1 oversize restrictions. Her stunning black hull sides and fetching gold trim was also not immediately apparent alongside the wharf, while her white cabin sides and polished aluminium rails glinted in the sunlight. Designer Noah Thompson joined us for the sea trial, and we quickly

review

Aluka 823 Walkaround

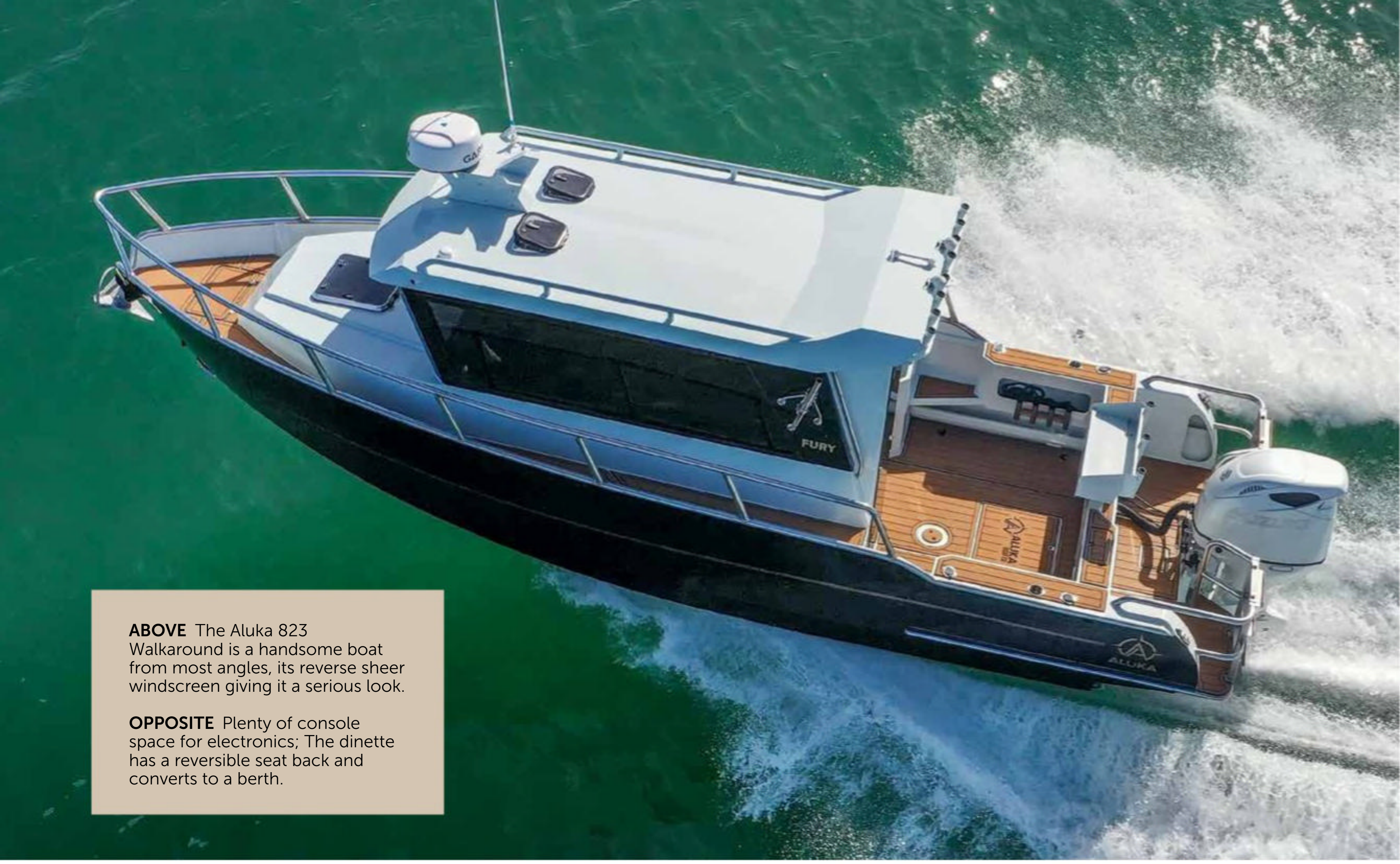
Boat shows stimulate interest in boat ownership, and their timing is ideal for launching new brands and models. And so it was that Aluka Boats launched its first model, the Aluka 823 Walkaround, to coincide with the Auckland Boat Show in March.

WORDS BY
NORMAN HOLTZHAUSEN
PHOTOGRAPHY AND VIDEO
BY **ROGER MILLS**

ALUKA
BOAT CO.

got underway since we faced a slow first stage down the speed-restricted Tamaki River.

Once we were on the water, I had a chance to chat to Thompson about the design brief. He said that performance was important to the owner, and hence the boat has a relatively high 18° deadrise. When combined with the Suzuki 350hp four-stroke outboard, which features a Duoprop counter-rotating propeller system, this gives the boat a top speed comfortably in excess of 40 knots. Importantly though, she also planes efficiently at 13 knots and cruises at around 22 knots with the engine really just ticking along at 3,750rpm. This gives a fuel burn of around 1.2 km per litre (1.86 litres per nautical mile) – pretty good for an 8m-plus boat. To counter any tenderness from the deep V the boat comes with Zipwake automatic trim tabs, and we found these worked very well when we could open the throttle up.



ABOVE The Aluka 823 Walkaround is a handsome boat from most angles, its reverse sheer windscreen giving it a serious look.

OPPOSITE Plenty of console space for electronics; The dinette has a reversible seat back and converts to a berth.

NOAH THOMPSON DESIGN

Custom-designed boats from 6m to 24m. Proven designs worldwide.
Over 35 years of experience in design and construction.
Large selection of pre-cut aluminium plate kit boats.

BLACKFISH Signature Boats
MAXIMUM
BLACKFISH Signature Boats

NOAH THOMPSON – Marine Designer
East Cape Marine Ltd. • Office: 77 Dunlop Rd Te Puke 3119 • Mail to: PO Box 705 Te Puke. New Zealand 3153.
Mobile: 021 11 00984 • Int +64 21 11 00984 • info@noahthompsondesign.com • www.noahthompsondesign.com

Thompson explained that he favours larger diameter rails than is usual, for rigidity, safety and comfort. Certainly, the rail all around the boat is extremely sturdy and high enough to provide security for adults and children alike. The entire deck inside and out is surfaced in Ultralon foam decking, which is smart-looking, functional and extremely kind on bare feet in all kinds of weather. The teak colour option complemented the black and white of the boat, and the Suzuki DF350 four-stroke hanging off the back was also in the optional white livery.

The slow ride down the river gave me the perfect opportunity to look over the boat and literally walk all around. The forward deck is easily accessed around the sides of the cabin, with the anchor fitted into an under-deck fairlead and controlled by a hidden Maxwell drum winch. This removes any hazard to toes or fingers when operating the winch, while a flush-fitting hatch cover provides ample access for servicing.

The brow of the forward-raked cabin hides a pair of Hella light bars for use when coming into a marina at night. The rake was a point of difference specified by Stapleton, and he says it gives less glare on the windows while also providing a lot more room in the wheelhouse. Also hidden under the bow is a bow thruster – always useful when manoeuvring into tight spaces in a high-sided boat.

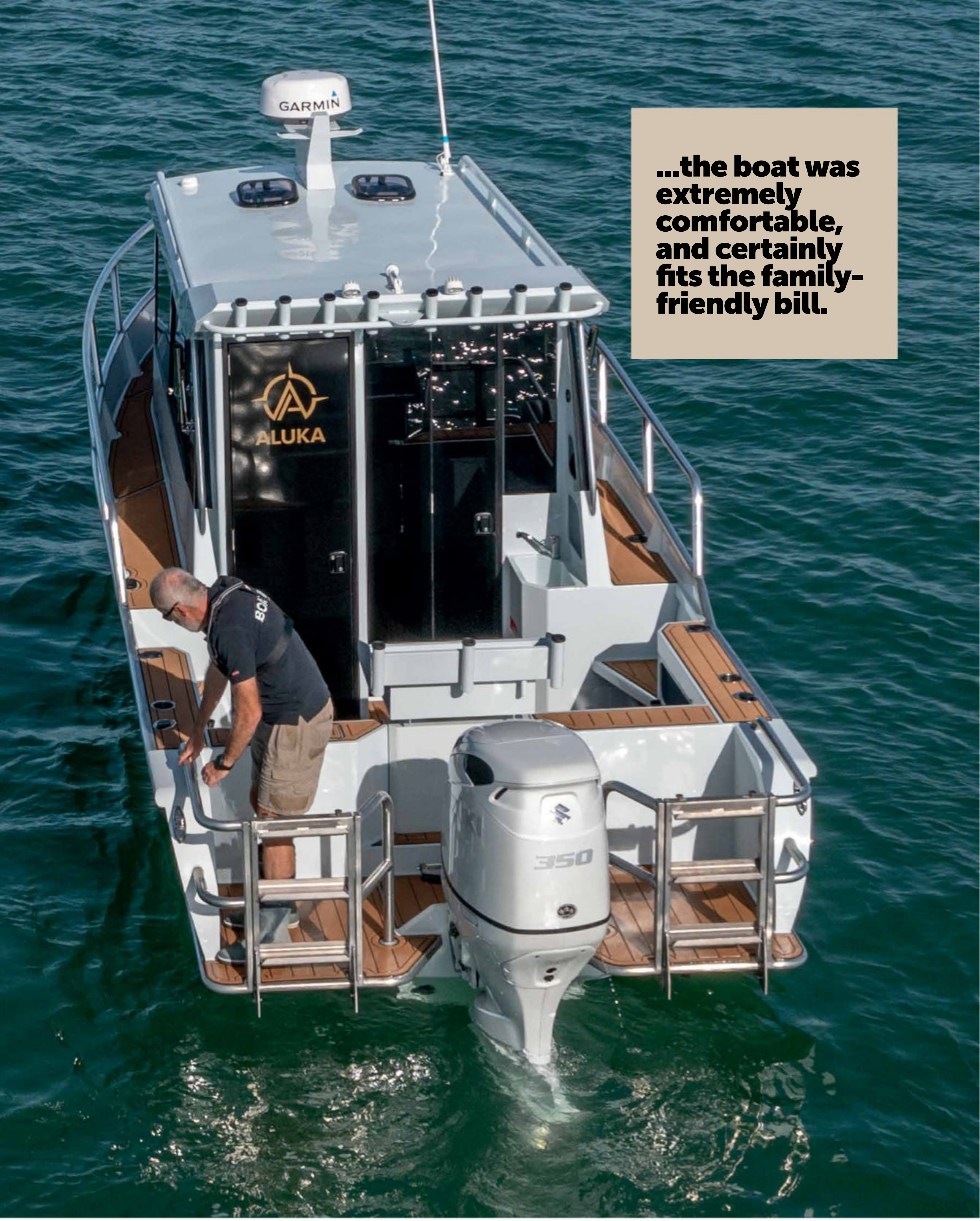
The boat is fully set up for game fishing, hence a Garmin GMR18 radar on the roof for finding birds in a workup, Douglas outrigger bases on either side of the cabin, a bait station with tackle drawer in the transom, live-bait tank, and the obligatory rocket launcher-style rod holder along the back of the cabin roof. Removable rod holders on brackets fit the shelves inside either

ALUKA
BOAT CO
HOME IS WHERE THE ANCHOR DROPS

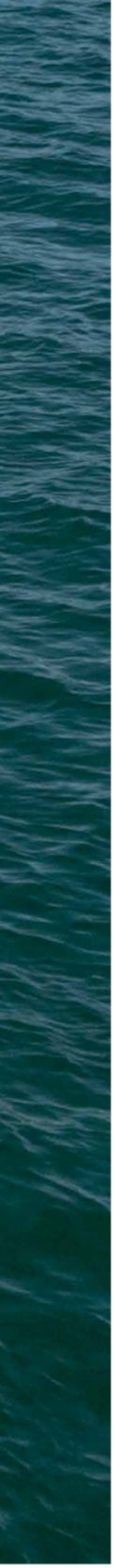
ALUKA BOAT Co Ltd was founded as I always wanted to design a boat with a point of difference. I engaged with naval architect Noah Thompson to design a boat with a forward rake windscreen for less glare and more room in the wheel house and a fishing / family friendly boat that was tough and well built. He came up with a walk around design and the 823 Walk around was born.

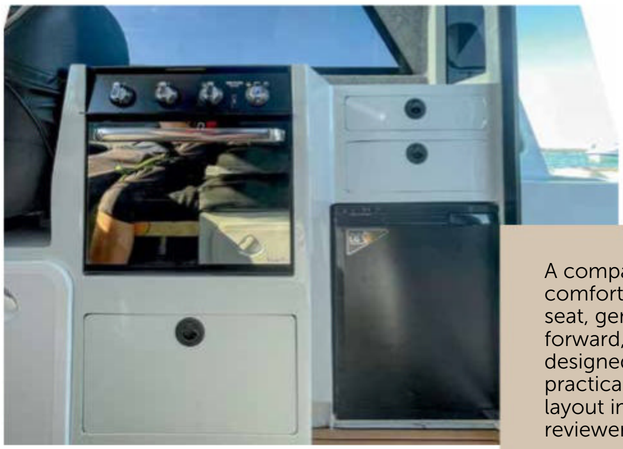
ALUKA BOAT CO.

The boat has a full spray rail around the boat to keep it very dry above the waterline and the cockpit has a full draining deck with a scupper system. The walk through middle transom door was a great design as it has good flow from the cock pit to the boarding platform. Fitted with a Suzuki F350hp outboard as it has the duoprop and plenty of torque for a large trailer boat. Contact blair@alukaboats.co.nz or 021 2891983


GARMIN
ALUKA
350

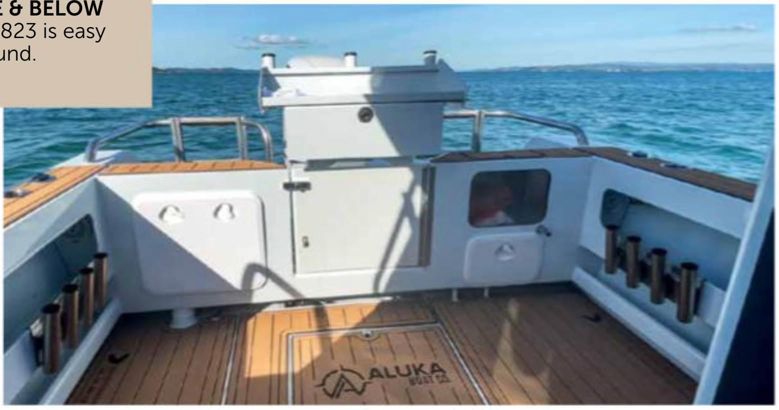
...the boat was extremely comfortable, and certainly fits the family-friendly bill.





A compact galley, comfortable helm seat, generous berth forward, and a well designed, highly practical cockpit layout impressed our reviewer.

OPPOSITE & BELOW The Aluka 823 is easy to get around.



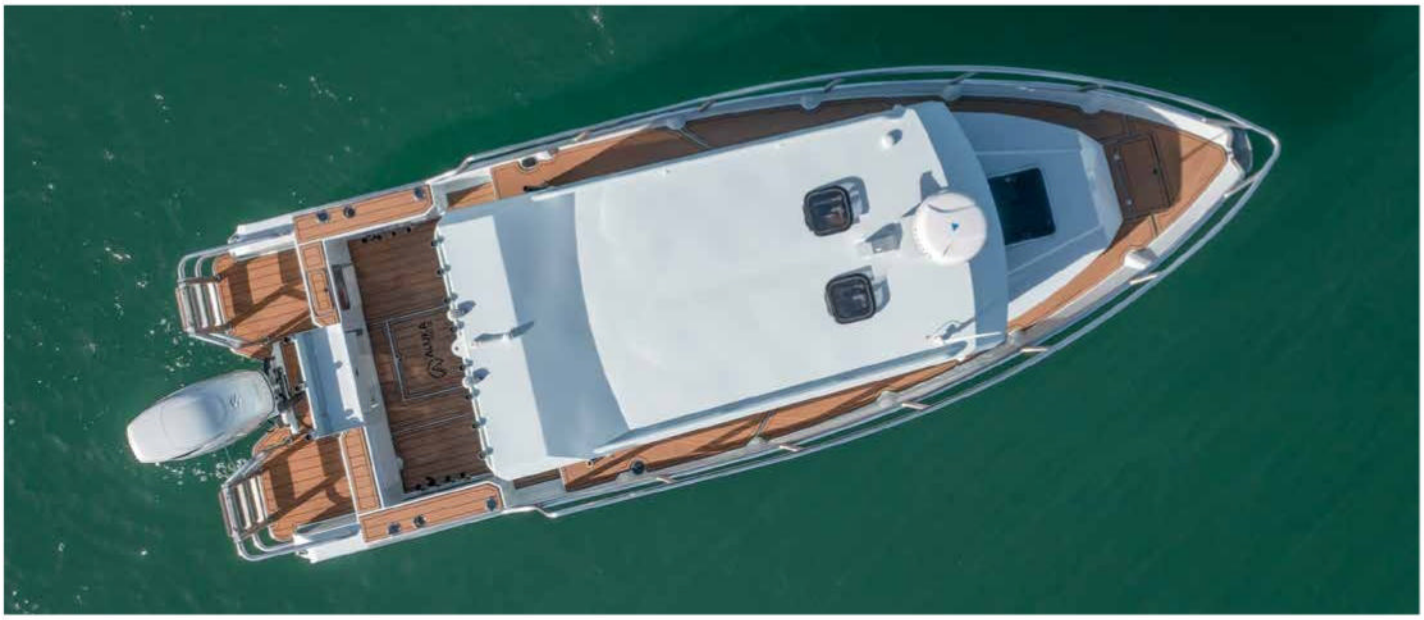
gunwale – a clever touch. This allows rods to be stored upright while the boat is being trailered or stored in a dry stack.

The stern features a wide fishing platform that allows free movement across the full width of the boat (while the motor is down), and once again features those family-friendly high and secure rails to keep little ones on board. Wide boarding ladders either side swing down from a locking section of the platform cage, and a huge section of the transom can be swung open to provide a comfortable walk-through door from the cockpit onto the platform.

On the port side of the cabin door is a fully-enclosed shower and toilet cubicle, with running hot water provided by a 12V hot water cylinder. A 120-litre freshwater system and an 80-litre holding tank make this boat perfect for weekends away. On the right-hand side of the main cabin door is a handbasin with hot and cold water. The fan-fold door to the cabin can be clipped neatly out the way when not required.

Stepping into the cabin we found the port side has a dining table with seating for three. The table drops down and converts into a three-quarter berth for overnighting. The front seat has a reversible backrest, so can be used for passengers facing forward while underway or facing the table while at rest. The starboard side has a modest galley, with a three-burner LPG hob and oven unit, plus a 12V fridge under the counter.

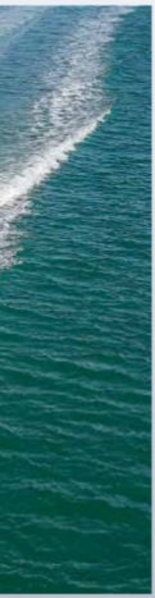
The skipper's seat is large and comfortable, with a footrest for additional support. The helm is very neatly laid out, with a massive Garmin 8416 multifunction display providing sounder, chartplotter and radar display options. This is complemented by



a Suzuki digital display unit to provide all relevant engine data. All electrical devices on board are controlled by a power distribution module and electronic switches, with a simple and logical graphical control panel. Controls for the drum winch, Zipwake trim tabs, as well as the bow thruster, complete the dash layout.

The forward cabin features a huge 2.1m vee-berth double bunk, and the cabin has great head height. The finish on the whole boat is very good, with every single aluminium surface either highly polished, painted, or covered with Ultralon decking. This is a stylish boat that will appeal to far more than just hard-core fishermen. It would certainly earn brownie points with the significant other in your life.

By this stage we had reached the mouth of the Tamaki River and made our rendezvous with the photo boat. Opening the throttle had the boat leap forward, and it is obvious that Thompson has achieved his design brief in terms of performance. She accelerates very well, and while we did not try for the top speed, we were soon skimming along very comfortably in the mid-30-knot range. Her relatively deep-vee hull effortlessly cut through the chop and even a sizeable ferry wake, without excessive lifting or any crashing.



LEFT The hull has several strakes, plus spray rails. The boat tracks well in turns and rides softly.

RIGHT The transom area works really well with access in front of the engine across the full width of the platform.

Once we had the drone up in the air, we threw the boat around a bit for some dramatic photos and video footage. Steering was positive but the small sports-style steering wheel proved to be hard work. Stapleton said he had a larger diameter wheel on its way, which will greatly reduce the steering effort required. The Zipwakes did a magnificent job stabilising the boat, although we turned them off while doing the hard turns to stop them trying to keep us level.

At rest, the boat was extremely comfortable, and certainly fits the family-friendly bill. Although there was some tenderness at rest, it remained in the 'very comfortable' range, no matter how we moved around. The stern platform is well clear of the water so your feet would remain dry even in a moderate sea. Walking around the sides of the cabin felt secure and safe, and that hidden fairlead and anchor means that fighting a large fish can be undertaken right around the boat unimpeded.

Stapleton has certainly achieved his objective in terms of building his ideal boat. Taking it to the next stage of turning it into a brand and building boats for other people is the logical next step for him. Aluka Boats has collaborated in a manufacturing plant in the Bay of Plenty to build future boats, and their next model, the 923 Adventurer, is already on the drawing board.

Stapleton has certainly achieved his objective in terms of building his ideal boat.

Aluka 823 Walkaround

BASE PRICE
POA

PRICED AS REVIEWED
POA

MANUFACTURED BY
Aluka Boats
contact Blair Stapleton
021 289 1983
www.alukaboats.co.nz

HIGHLIGHTS

Striking paintwork and assertive styling

Transom cage is perfect for fishing, and dry, too

Large diameter railings add a sense of extra security

Comfortable at rest and underway with overnighting credentials

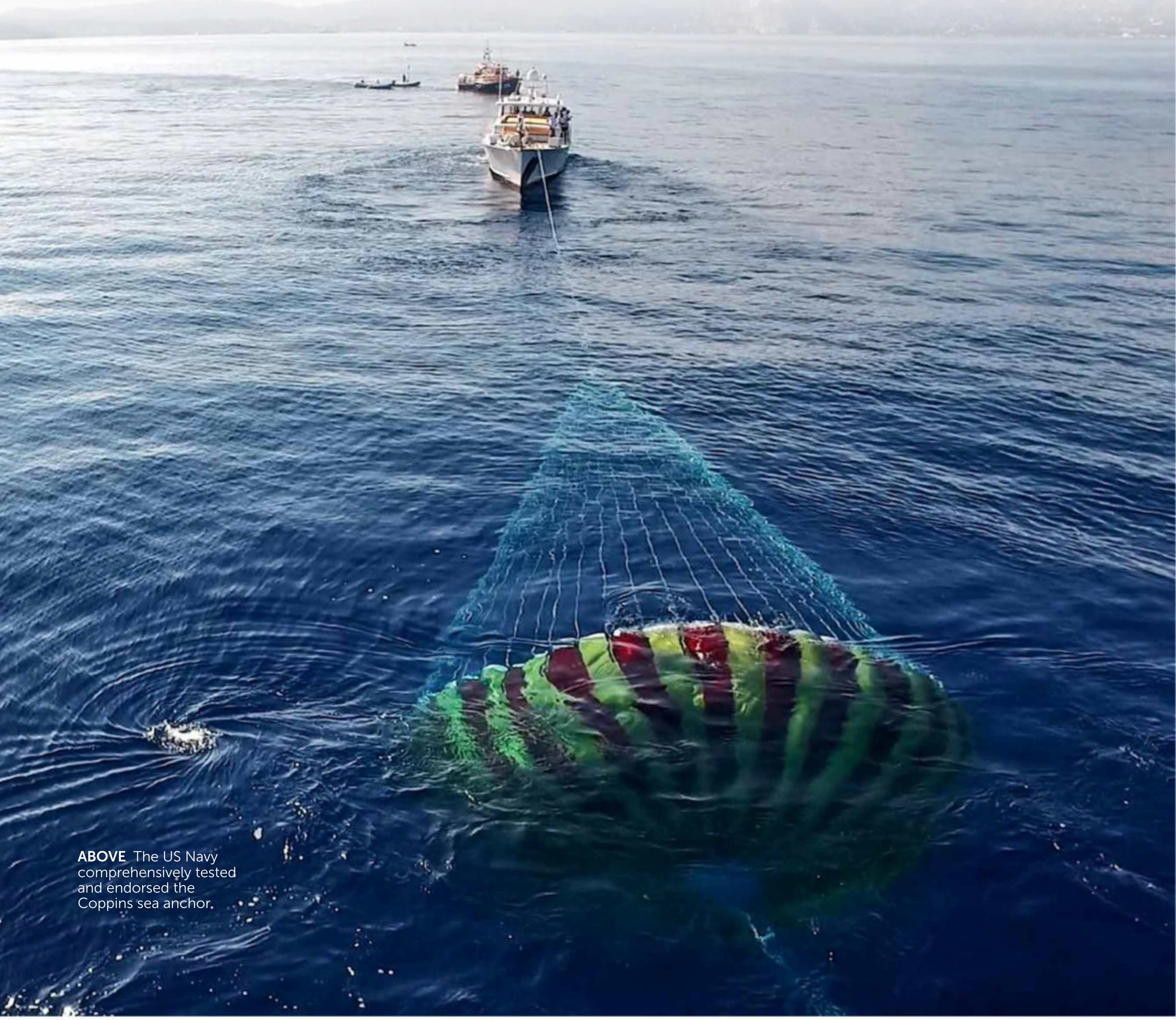
SPECIFICATIONS

loa 8.23m
beam 2.7m
hull 8mm bottom
sides 5mm
deadrise 18° at transom
engines Suzuki DF350 Duoprop four-stroke
fuel 400 litres
water 120 litres
waste water 80 litres
cruise speed 25-30 knots
top speed 40 knots

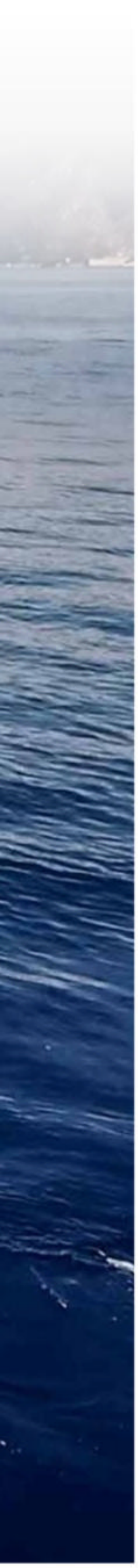
WATCH IT

MORE THAN A LIFE SAVER!

The best sea-anchors in the world are made in New Zealand. By Coppins, a family company that's been in the same site in the main street of Motueka for four generations and over 120 years.



ABOVE The US Navy comprehensively tested and endorsed the Coppins sea anchor.



feature

Coppins sea anchor

WORDS BY **ALEX STONE**
PHOTOGRAPHY BY
LESLEY STONE

LEFT Bill and Ryan Coppins.

BELOW Coppins family business in Motueka.

Our story angle on this one: “Your product saved our lives.”

It’s the kind of story the good folk at Coppins hear regularly. Still, they haven’t lost the emotion of it at all. When Lesley and I made a pilgrimage of thanks to Coppins, we were greeted with hugs and misty eyes. This is a business with heart. And one based on many years of brave innovation.

It all started in 1898 when William Arthur Coppins, whose parents owned the Motueka Hotel, was forced to go out and work at age 10 when his mum died. He took up an apprenticeship at a saddlery. Which, over time, turned into the horse tack emporium in the main street. When his son Leo took over the business, he also started supplying canvas products to local shipping – mostly tarpaulins to protect deck cargo and cargo hold covers. He also diversified into making canvas fruit picker’s bags. Today the Topo 2000 is the gold standard bag used by New Zealand’s Kiwifruit orchardists.

In 1965, Coppins began making drogues for the West Coast tuna fishing fleet. The word got out via VHF. One skipper telling another how comfortable he was 200 miles offshore. That envious skipper radioing ahead to Talleys, the fishing company for whom they worked, to order one for his boat on his company tag. And so it went.

Then Bill, third-generation Coppins, had the idea to make the drogues lighter and bigger, modifying a late 1960s parachute design and employing a stretchy type of ripstop nylon. These evolved into the full-on sea anchors that make Coppins genuinely world famous today.

To be clear, a proper sea-anchor is designed to hold your boat stock-still at sea; and is deployed from the bow, so your boat – as it’s designed to do – is facing the seas. And because you’re standing still, the force of the waves is relegated to simply the up and down motion. The sum of these elements is the essence of what makes sea-anchoring so safe.

W.A.COPPINS.
COPPINS SADDLERY
W.A.COPPINS

ABOVE Ryan Coppins inspects a large sea anchor in the company’s large Motueka loft.

COPPINS IN A GALE

HERE'S OUR STORY about the use of a Coppins Stormfighter Sea Anchor, during a stern Tasman crossing:

On the second night of the first gale we sea-anchored for the first time. Only two helmsmen on the boat were confident sailing the boat through the nights in the increasing wind and sea (the boat was surging down the waves at up to 20 knots, under just a storm jib), and were getting very tired.

The sea-anchor deployment system worked perfectly. The big parachute is tipped overboard in a bag from the cockpit, then drifting away from the boat while slowly unfurling, the rode and bridle breaking away from cable ties on the stanchions and then being paid out from the foredeck, the boat turning head to wind and lying quietly as the parachute takes its grip in the water.

The only downside of the sea-anchor is that it imparted a motion that was sea-sicky for me (unusual!), but had no effect on the other crew. Apart from forays to the foredeck foul-weather-geared and clipped on to check the bridle ropes and fairleads, I had to spend most of sea-anchor time head down. The crew read books, played cards, slept. We checked the bridle for chafing, often.

Retrieving the sea-anchor was a simple enough process, that had to be done methodically and sequentially. Motor up to a floating buoy behind the anchor, collapse it from behind, pull it aboard, and re-pack the parachute, flake and re-bag the rode and bridle, and set the system up again along the side deck guardrails. That takes an hour or so.

A second gale came pretty much as a continuation of the first, forcing us to sea-anchor again. It was a strange feeling being so immobile (in terms of co-ordinates, certainly not in terms of up-down motion) in the middle of the ocean. Our GPS devices showed we moved nowhere in the night. I dreamed of anchoring near a shoreline somewhere. The boat would take an occasional slap of a whitecap, but at this stage nothing serious, despite the 60-plus knots blowing outside.

ON SEA-ANCHORING

At first, I had been sceptical about getting a sea-anchor. I remembered these being not much more than conical drogues, inadequate to hold a boat. (In fact, you'll still see these in some chandlers. I think they're falsely advertised).

I recall stories of yachts slipping backwards down the face of steep waves, putting the rudder under immense pressure, while supposedly 'at anchor.'

Lesley wouldn't let this issue lie unresolved. She believes in credible research. She checked sea-anchors out – and I am more than relieved she did.

She found out that the international development of parachute sea anchors has been led by Coppins. They developed a formula for sizing and constructing nylon parachute anchors that will hold your boat as an anchor really should. That is, they will hold you still. No backwards sliding.

In discussions with them, I asked for the bridle ropes to be extended, so we may lead them over the catamaran's bows and back to the genoa sheet winches. This I anticipated would be safer for adjusting the length of the bridles, from the safety of the boat's cockpit. It was a worthwhile precaution.

We adjusted the bridle lengths by 20cm every few hours to minimise chafing in one spot at the carabiners. This appears to have been an added caution, as there was no visible chafing on these ropes.

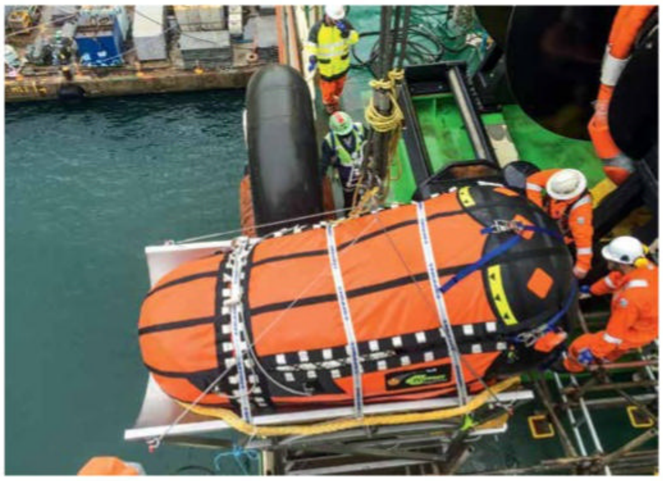
The deployment and retrieval methods for the sea anchor were clearly laid out in the Coppins brochures and worked flawlessly. It is well worth setting up the deployment system before leaving the dock. I did it all in the first gale – not ideal, but manageable.

The boat did swing a bit at the end of the sea anchor bridle, as cats at anchor normally do. But not enough to put us dangerously askew of the main swell direction. It was the Tasman's sea-state that provided the mix of wave directions. I understand some monohull sailors deliberately offset the anchor rode to have the boat lie at a consistent angle to the waves. For us, straight on to the prevailing wave direction was what we felt most comfortable with – at a slight angle, we may have had fewer slaps up under the bridgedeck (with the windward hull sheltering the tunnel to some extent). But we couldn't really test this with any certainty.

The precision of current GPS positioning systems provided interesting feedback on the efficacy of the sea anchor. On our first two nights at anchor, we did not move position at all.

At our position north of NE of Cape Reinga, we were actually towed about two nautical miles per night into the gale (which peaked at about 70 knots), as a result of the current moving west to east in those waters.

I think the sea-anchors are products that should be available for hire. While it possibly saved our lives, our sea-anchor won't be used for a while. It could, however, help other ocean-crossing sailors.



SEA SHUTTLE

Drogues are designed to slow down a boat while still moving and retaining steerage. For this reason, drogues are deployed from the stern of the boat.

Coppins sea anchors really do work. Extreme testing by one of their biggest clients, the US Navy, saw them dropping huge Coppins sea-anchors from moving ocean tugs. One pulled the tug up so sharply, a 241-tonne Dyneema anchoring rope broke! Coppins' sea-anchors can hold a US Navy destroyer still in an oceanic storm, or allow a deep-sea factory ship to hold station over a seamount or in the middle of a working fishing fleet.

The secret to the efficiency of the Coppins Sea Anchors is that each is sized for your boat. For our 12m cruising cat, which weighs a little over four tonnes, Coppins specified a sea-anchor of 4.5m diameter.

Bill continues to refine the sea anchors, after conducting extensive tank testing trials at the Naval University in San Diego and ongoing testing back home in the Motueka causeway channel which runs at seven knots.

"Cost effective, eh." Another of Bill's laconic comments.

Bill Coppins is entirely self-taught in all of this. In true Mainland style, he humbly says "No I'm not an engineer. I'm nothing."

I beg to differ. Navies, professional fishers and yachties around the world provide testimonials to his extra-ordinary sea anchors. He's also a life member of the Outdoor Fabrics Products Association of New Zealand.

Coppins now employs up to 18 staff, building their Sea Anchors from a fabric custom-made exclusively for them.

In the 1970s, the company also began selling outdoor sports gear like kayaks and mountain bikes. Bill's son Ryan is set to take over from his father sometime in the future, becoming the fourth generation of Coppins to run the business.

A last word from Bill: "It's more like an adventure [making sea-anchors]. Compared to fruit picking bags."

YOUR MARINE

DEALER OF RODMAN BOATS
BUILT TOUGH WITHOUT COMPROMISE
NOW IN NEW ZEALAND

890 VENTURA - SPORTS FISHER
FROM $315,000
IN AUCKLAND

31 SPIRIT SPORTS-CRUISER
INBOARD OR OUTBOARD
From $398,000
IN AUCKLAND

1090 EVOLUTION SPORTS-FISHER
FLY BRIDGE OR COUPE
From $598,000

1290 EVOLUTION SPORTS-FISHER
IPS OR SHAFT DRIVE
FROM $1,095,000

Rodman

WWW.YOURMARINE.CO.NZ

FAR**HORIZONS**
with TOM LINSKEY

The short-cut between the seas

Me, go around Cape Horn? Seriously? Do I want to brave roaring high-latitude gales just to earn an earring in my left ear? Um, no!

When Harriet and I decided to trade the Atlantic for the Pacific and, return to NZ after 20 years in the US, we kept the rounding of Cape Horn at the bottom of our cruising bucket list. Especially as there's a safe, enjoyable, fascinating way to swap the Atlantic for the Pacific – or the Pacific for the Atlantic – and it doesn't involve an 8,300 nautical mile detour. The Panama Canal, a 47-mile-long journey through history, is a cruising milestone that opens both oceans to long-distance exploration. Life is short, so why not take the shortcut?

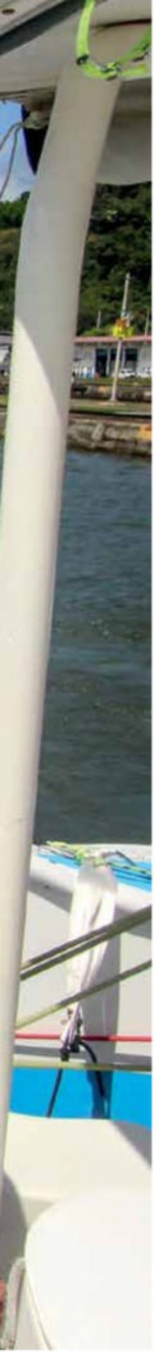
LOTS OF HELP

For Kiwi cruisers reaching the canal zone for the first time, as we did in mid-December on our Dolphin 460 catamaran *OCEAN* (we began our transit from Colon, on the Atlantic side), there's lots of research and reading to tap into beforehand. Start with historian David McCullough's 1977 *The Path Between the Seas* and follow that up with a multitude of books and websites that look at more recent developments, such as the 1977 transfer of the canal from the US to Panama and the 2016 opening of a second set of locks to handle the mammoth Panamax and Neopanamax vessels (up to 366m long, carrying up to 14,000 6.1m containers). While you are waiting your turn to transit, we recommend checking out the Agua Clara Visitor Center in Colon or the Miraflores Visitor Center and the Panama Canal on the Pacific side in Panama City, a modern, cosmopolitan city.

We had a lot of questions about the requirements and mechanics of transiting the canal, such as the official admeasurement of our boat (length, beam, draft, tonnage speed under power, and details about our crew and deck equipment), and the line handlers (Panama Canal Authority-supplied crew, your own crew, or crew from other cruising boats), and the necessary fenders and lines. There's lot of help available online, such as from the Panama Canal Authority site, and you'll no doubt meet other cruisers who have done it before. The Panama Canal operates around the clock 365 days a year, and communication about all aspects of the transit in these days of e-mail, texts and WhatsApp is well organised.

SHOULD YOU GET AN AGENT?

How's your Spanish? As first-timers, we contacted a few cruisers who'd been through the canal previously, and their answer was yes, get an agent for the transit, especially if your command of

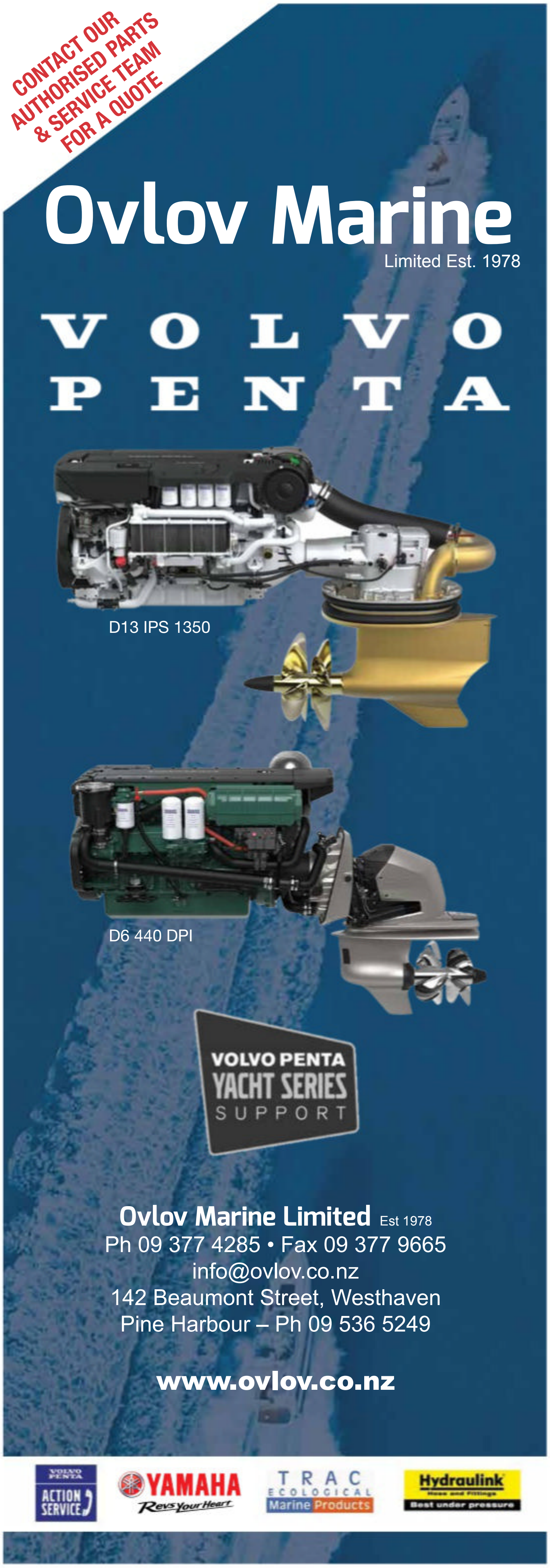


We had a lot of questions about the requirements and mechanics of transiting the canal....

Spanish is, um, basic. Our agent, Erick Galvez of Centenario Consulting proved invaluable. Eric spoke English well, answered our questions quickly, explained every step of the transit, arranged our canal booking, our admeasurement and line-handlers, and kept us updated as our time slot drew closer, and helped us with non-canal stuff too. The transit requires supplying the right documents to the right government official in the right office at the right time – and given the language barrier (not all that many folks speak English in Panama) there's a fairly high chance of things getting lost in translation. The cost of this enterprise, including the US$1,500 transit toll, and transit admeasure, security fee, fenders and lines rental, agent service fee, Panama cruising permit, and one line-handler and a pilot/advisor, came to just over US$2,900.

OUR TRANSIT

Before heading for the canal, we spent about 10 days chasing down boat projects at Shelter Bay Marina, a full-service facility a few miles from the canal entrance. Two cruising friends from our late 1980s cruise through the South Pacific, Karen and Paul Prioleau, joined our boat for the transit,



CONTACT OUR AUTHORISED PARTS & SERVICE TEAM FOR A QUOTE

Ovlov Marine
Limited Est. 1978

VOLVO PENTA

D13 IPS 1350

D6 440 DPI

VOLVO PENTA YACHT SERIES SUPPORT

Ovlov Marine Limited Est 1978
Ph 09 377 4285 • Fax 09 377 9665
info@ovlov.co.nz
142 Beaumont Street, Westhaven
Pine Harbour – Ph 09 536 5249

www.ovlov.co.nz

VOLVO PENTA ACTION SERVICE
YAMAHA Revs Your Heart
TRAC ECOLOGICAL Marine Products
Hydraulink Hose and Fittings Best under pressure

LEFT & ABOVE Harriet at the wheel, with local pilot Roy; Harriet with friends Karen and Paul Prioleau.

so we needed only one more line-handler. Our agent arranged for Juan, a young man studying to become a canal pilot, to join *OCEAN*, and a Panama Canal Authority pilot boat met us to drop off Roy, our pilot/advisor, as we approached the first lock. Once we were safely inside Gatun Lock, the bells of the electric locomotives clanged, and the sliding steel sluice gate closed behind us. Ninety-eight-and-a-half million litres of water flooded in, silently lifting *OCEAN*, the 45-foot powerboat we were rafted to, and an imposing containership, 8.3m above the Atlantic. Our crew was excited: "How cool is this!" Yes, the Panama Canal is very cool – suddenly you find yourself in the middle of amazing history and modern technology.

The rush of water boiling up in the chamber, combined with prop wash from the ship just in front of us, was alarming, but pilot/advisor Roy had positioned *OCEAN* in the best spot in the lock. It's safer to be alone, if possible, your lines keeping you in the centre of the lock, or to be rafted to another yacht tied to the wall of the canal; avoid nesting to a tug or alongside the wall. Keep your two bow and two stern lines taut (125-footers [38m] of 7/8" polypropylene, rented from the Panama Canal Authority along with eight round fenders), and be sure to ease the lines to avoid a high upward load that could snap your cleats. We found that the counter-rotating props of our cat's twin 40-horsepower diesels helped Harriet adjust our position as needed; the prop walk of a monohull's single screw will require more anticipation by your line-handlers. In any case, your pilot/advisor and local line-handlers are experienced (both Roy and Juan have transited over 1,000 times) with all kinds of boats.

Once released from the three Gatun Locks, most yachts spend the night on an official mooring in Gatun Lake, resuming the transit early the next morning. Swimming from your boat is not allowed, however, due to crocodiles. This shortcut between the seas is also a slash through the jungle; howler monkeys, pint-size creatures swinging through the jungle canopy, let loose a roar that sounds like an eighteen-wheeler, while jaguars and pumas pad through the rainforest. Oh, and if you transit during the May-to-November rainy season, it likely will be pouring: Panama receives 3.66m of annual rainfall. The timing of our one-day transit was a bit unusual, beginning at 0430 and finishing by 1700, so we missed the overnight stay among the crocs and jaguars and howler monkeys. We missed the rain, too.

The rest of the transit was easy. The interoceanic waterway eases into long winding stretches, including cuts through mountain ranges that were won at a tremendous cost in human life – an estimated 25,000 people perished from tropical diseases and industrial accidents during the canal's 1880 to 1914 construction. Just two final sets of locks, the Pedro Miguel and the Miraflores, and the canal dropped us into the Pacific.

History and politics weigh heavily upon the Panama Canal, but for cruisers the experience is equal parts educational and magical. Over 100 years ago, the ditch was dug with steam-powered diggers – and men with shovels. Some of yesteryear's leading-edge technology, such as the line-handling electric locomotives running on both sides of the locks, is still in place and operating today. The canal's million-dollar tugboats with omnidirectional propulsion are present-day cutting edge. The eight new Panamax locks are a showcase of engineering and construction; the colossal project consumed 44 million cubic metres of concrete and 192,000 tons of steel reinforcement. The Panama Canal has functioned in spectacular fashion from its opening in 1914.

The transit of the Panama Canal was memorable, a milestone for Harriet, me, and *OCEAN*. It's also difficult to sum up. As author David McCullough wrote, "The fifty miles between the oceans were among the hardest ever won by human effort and ingenuity, and no statistics on tonnage or tolls can begin to convey the grandeur of what was accomplished." For cruisers it is all that, of course – plus it's a fantastic shortcut. And worthy of an earring in your starboard ear.

USEFUL WEBSITES

AGUA CLARA VISITOR CENTER:
www.visitcanaldepanama.com/en/points-of-interest/agua-clara-visitor-

MIRAFLORES VISITOR CENTER:
www.visitcanaldepanama.com/en/points-of-interest/miraflores-visitor-center/

PANAMA CANAL MUSEUM: www. museodelcanal.com/) center/

PANAMA CANAL AUTHORITY: www.pancanal.com/eng/

CENTENARIO CONSULTING: www.centenarioconsulting.com/

Apollo
Content Store
UFC
Disney+
NE ON
Kids
freeview
3
NETFLIX
prime video
Spark Sport
YouTube
Avtex

Avtex®

Full HD **12V Smart TV**

The new Full HD Avtex 12V Smart TVs are designed from conception for the **RV and Marine markets** and are bristling with features. Connect your TV to the internet and enjoy streaming services such as **Netflix, Disney+, YouTube, Neon, TVNZ On Demand, Freeview NZ, Amazon Prime and more!**

For more information ...
Call **09 424 1427**
Email us at **info@apollotv.co.nz**
Or visit **www.apollotv.co.nz**
facebook.com/Apollo12V

SCAN ME

Quick Stability

SEALEGS QUICK GYROSCOPIC STABILISERS

WORDS BY **LAWRENCE SCHÄFFLER** PHOTOGRAPHY BY **BRETT PATTERSON**

MELBOURNE'S DEAN FRANCIS HAS JUST INVESTED IN A NEW 8.5M SEALEGS 8I. WHILE THE VESSEL'S SEAMLESS TRANSITIONING BETWEEN BEACH AND SEA WAS ITS MAJOR ATTRACTION, HE KNEW – AS A COMMITTED FAMILY BOATIE – HE'D HAVE TO DO SOMETHING ABOUT SEASICKNESS. ENTER A QUICK GYROSCOPIC STABILISER.

I've owned many boats before," says Dean, "and while I don't get seasick, my wife and children do. We do a lot of cruising, water-skiing and fishing – the Sealegs will be a real multipurpose boat – and fitting the gyro is specifically geared to making it all more enjoyable."

Until relatively recently, stabilising gyros tended to be the preserve of large launches – mainly because they're typically bulky and heavy. The Quick technology has changed the game, bringing gyro advantages to vessels as small as 20-feet.

Manufactured in Italy and distributed by Queensland's Gineico Marine, the Quick models differ from conventional gyros in one fundamental respect: their flywheels spin on a vertical rather than a horizontal plane. That brings numerous benefits, says Pierluigi Gambacorti, Gineico Queensland Managing Director – among them a modest weight, compactness and easy installation.

"All gyroscopic stabilisers use centrifugal force to create stability – a bit like a bicycle wheel. The bike stays upright while the wheels are spinning. When you stop, the bike falls over. Using the same physics, Quick gyros use a vertically spinning flywheel to stop a vessel's roll. The force generated (anti-roll torque) is transferred to the vessel's structure."

A vertical flywheel, he adds, delivers significant design advantages over older horizontal flywheel units. "The shaft runs on bearings on either side of the flywheel – distributing the load evenly. With horizontal flywheels, most of the load is on a single bearing below the unit.

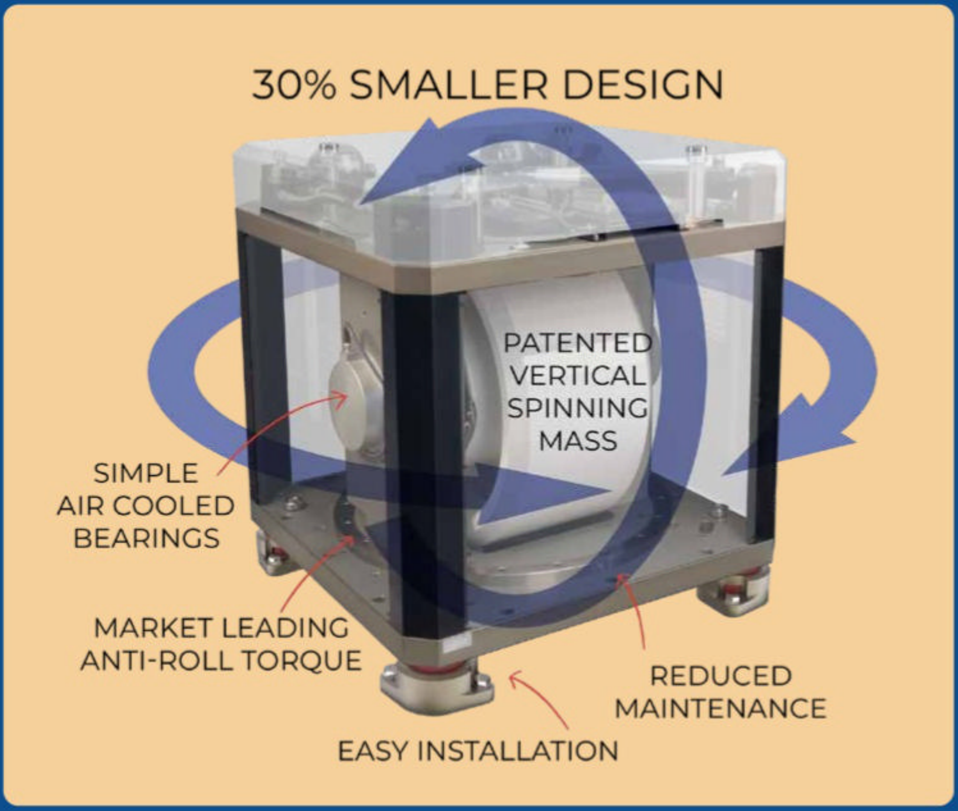
"Because of that balanced support, a Quick gyro's flywheel is heavier and can thereby spin much more slowly – typically around 4,000rpm – to achieve the same centrifugal force and same anti-roll torque. Horizontal-flywheel gyros often spin at twice that speed.

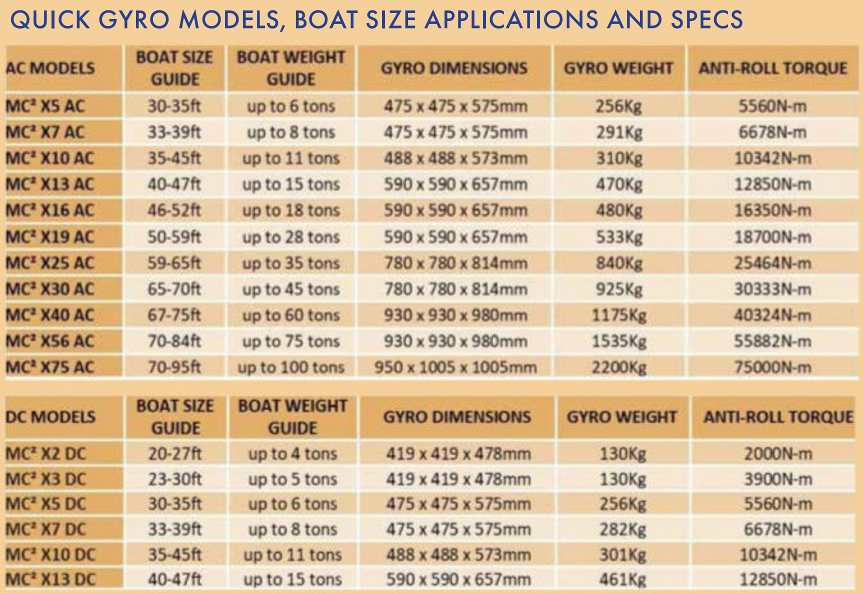
"That means Quick gyros spool up to 'operational speed' much more quickly. The slower spin rate also minimises heat build-up, so the units are air-cooled rather than water-cooled. Installations are really easy – they don't require complicated plumbing or water pumps. The relatively simple design also reduces maintenance costs.

"And because they're very compact boat owners have plenty of flexibility when selecting a suitable spot to mount a Quick gyro – it can go anywhere in the hull – it doesn't have to be on or near the centre-line. As long as it's fixed to the hull's structure – typically the frames – it will work. It's a viable retrofit option for boats 20-feet and bigger."

QUICK THINKING

Quick gyros also react automatically to changing sea states. "The units are equipped with a system called Adaptive Precession," says Pierluigi, "which constantly monitors the vessel's roll and adjusts the gyro's response and resistance. This ensures that the gyro delivers the highest possible anti-roll torque in any sea conditions."


30% SMALLER DESIGN
PATENTED VERTICAL SPINNING MASS
SIMPLE AIR COOLED BEARINGS
MARKET LEADING ANTI-ROLL TORQUE
REDUCED MAINTENANCE
EASY INSTALLATION



QUICK GYRO MODELS, BOAT SIZE APPLICATIONS AND SPECS

AC MODELS	BOAT SIZE GUIDE	BOAT WEIGHT GUIDE	GYRO DIMENSIONS	GYRO WEIGHT	ANTI-ROLL TORQUE
MC^2 X5 AC	30-35ft	up to 6 tons	475 x 475 x 575mm	256Kg	5560N-m
MC^2 X7 AC	33-39ft	up to 8 tons	475 x 475 x 575mm	291Kg	6678N-m
MC^2 X10 AC	35-45ft	up to 11 tons	488 x 488 x 573mm	310Kg	10342N-m
MC^2 X13 AC	40-47ft	up to 15 tons	590 x 590 x 657mm	470Kg	12850N-m
MC^2 X16 AC	46-52ft	up to 18 tons	590 x 590 x 657mm	480Kg	16350N-m
MC^2 X19 AC	50-59ft	up to 28 tons	590 x 590 x 657mm	533Kg	18700N-m
MC^2 X25 AC	59-65ft	up to 35 tons	780 x 780 x 814mm	840Kg	25464N-m
MC^2 X30 AC	65-70ft	up to 45 tons	780 x 780 x 814mm	925Kg	30333N-m
MC^2 X40 AC	67-75ft	up to 60 tons	930 x 930 x 980mm	1175Kg	40324N-m
MC^2 X56 AC	70-84ft	up to 75 tons	930 x 930 x 980mm	1535Kg	55882N-m
MC^2 X75 AC	70-95ft	up to 100 tons	950 x 1005 x 1005mm	2200Kg	75000N-m

DC MODELS	BOAT SIZE GUIDE	BOAT WEIGHT GUIDE	GYRO DIMENSIONS	GYRO WEIGHT	ANTI-ROLL TORQUE
MC^2 X2 DC	20-27ft	up to 4 tons	419 x 419 x 478mm	130Kg	2000N-m
MC^2 X3 DC	23-30ft	up to 5 tons	419 x 419 x 478mm	130Kg	3900N-m
MC^2 X5 DC	30-35ft	up to 6 tons	475 x 475 x 575mm	256Kg	5560N-m
MC^2 X7 DC	33-39ft	up to 8 tons	475 x 475 x 575mm	282Kg	6678N-m
MC^2 X10 DC	35-45ft	up to 11 tons	488 x 488 x 573mm	301Kg	10342N-m
MC^2 X13 DC	40-47ft	up to 15 tons	590 x 590 x 657mm	461Kg	12850N-m

Dean, the Sealegs' owner, endorses Pierluigi's points. "I first experienced the Quick gyro – in a similar-sized vessel to mine – at the Sanctuary Cove Boat Show, and knew I had to have one for my new boat. I've selected the X3 model for the Sealegs. The size and weight were very appealing, and I liked that it can be fitted anywhere in the boat – the flexibility is a major plus."

The X3 model's footprint is 42cm^2. It delivers 3,900N-m of anti-roll torque and is mounted in the base of the Sealegs' pedestal seat. And because it's air-cooled, says Dean, "I can start the unit long before I even get to the boat ramp. It's fully operational by the time the boat hits the water.

"It will make a huge difference for family boating – and also for fishing trips with my mates. We typically go out for six to eight hours, and I don't think people realise how tiring fishing can be – the constant bracing yourself against the roll takes it out of you. A gyro helps to eliminate fatigue."

RANGE

Quick has 13 models in its range – starting with the X2 for vessels of 20-feet (or up to three tonnes) to the MC2 X75, designed for 70-95-foot vessels of up to 100 tonnes. The X2 weighs 130kg, while the MC2 X75 weighs 2,200kg. The smaller models are DC-powered – the larger units are AC. The X2 delivers 2,000N-m of anti-roll torque – the MC2 X75 delivers 75,000N-m.

While Dean's boat is the first Sealegs to receive a Quick gyro, about a dozen New Zealand vessels are already equipped with the units. Pierluigi says about 100 machines have been fitted to boats in Australia and New Zealand, and more than 3,000 units have been sold worldwide since the technology was introduced in 2019.

Right: This is the first Sealegs vessel to be fitted with a Quick gyro.

Above right: The unit is mounted under the seat pedestal.

8.5M ALLOY CABIN
SEALEGS
YAMAHA

FOR MORE INFORMATION CALL GINEICO MARINE AUSTRALIA (+61) 7 5556 0244, NEW ZEALAND (+64) 21 275 7608 EMAIL: SALES@GINEICOMARINE.COM.AU

> *"IT WILL MAKE A HUGE DIFFERENCE FOR FAMILY BOATING – AND ALSO FOR FISHING TRIPS WITH MY MATES..."*

OCEANANGLER

THE **CATCH**

with MARK KITTERIDGE

LEADERS IN THEIR FIELD PART III

Rigging baits for kingfish

Kingfish are an enigma. One day they smash anything remotely edible, baits and lures alike, the next they seem to have their mouths sewn shut. Unfortunately, the second scenario is far more common than the first!

However, using a frisky live bait or an effectively manipulated dead bait can often unravel those 'stitches', especially when presented on a suitably-sized hook attached to a leader that's not so thick it's obvious.

Sounds simple enough, but kingfish are notorious for finding structure and breaking off, so you want the leader to be as strong as possible, and long as well, to protect against bust-offs – a *Catch 22* situation.

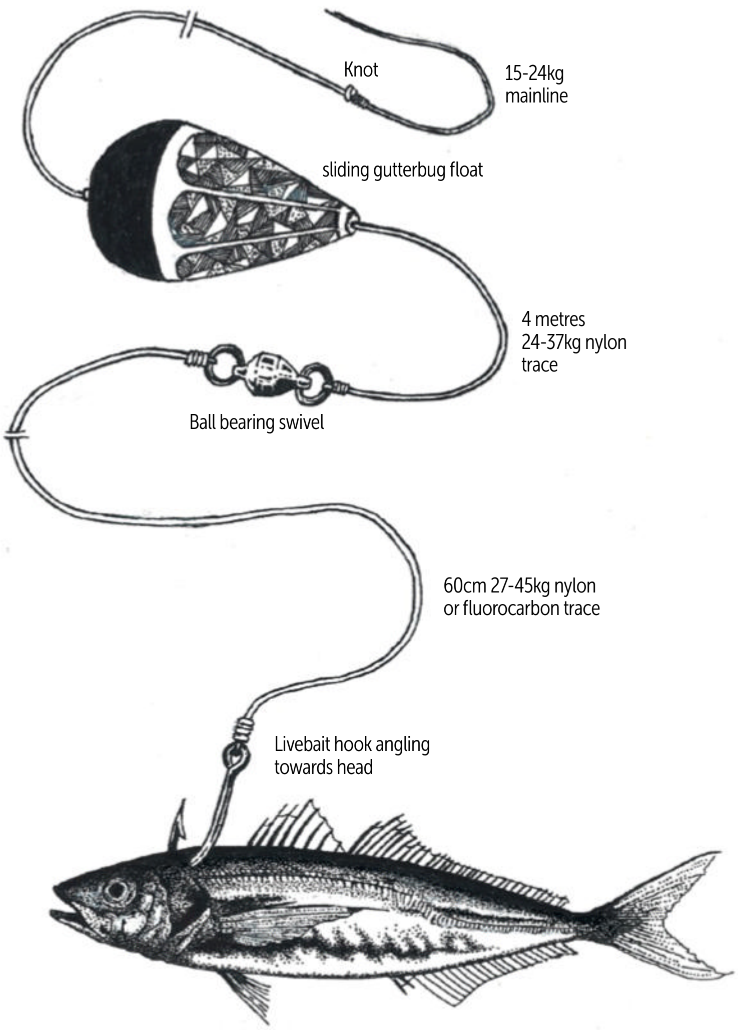
Choosing the right leader is a balancing act with several factors to consider: the strength of your tackle; the leader material; the underwater topography of the area you are fishing; and the live-bait species.

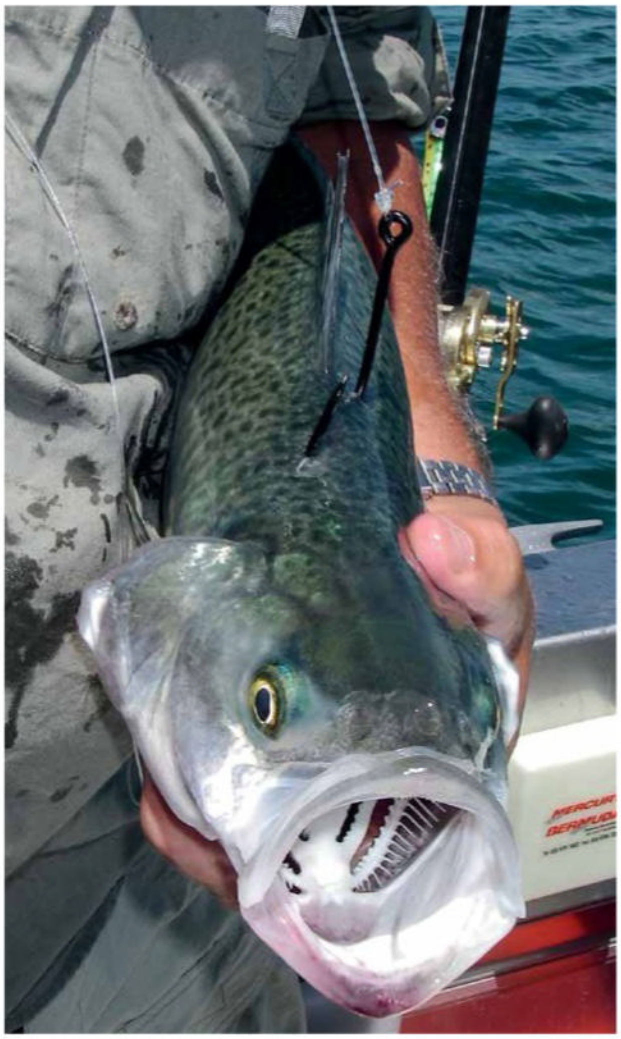
Kingfish tackle: Although I enjoy the challenge when accidentally hooking kingfish on light tackle, the word 'challenge' should be emphasised as kingfish often break off on light tackle for various reasons. So when specifically targeting them, do yourself and the kingfish a favour by using suitable robust tackle: while 15kg gives the angler a decent chance if the fish are of modest size and the area is relatively clear of obstacles, a 24kg or 37kg set-up is more appropriate when targeting large kingfish over foul ground.

Once you've selected your tackle, choose a leader that is at least as as strong as the reel's mainline, but preferably stronger (thicker), for protection against abrasion damage.

Leader material and length: Your choice is either monofilament nylon or fluorocarbon (wire trace is highly visible and puts kingfish off biting). Nylon trace material is engineered

FLOAT RIG WITH YELLOWTAIL, KOHERU OR SLIMY MACKEREL


Knot
15-24kg mainline
sliding gutterbug float
4 metres 24-37kg nylon trace
Ball bearing swivel
60cm 27-45kg nylon or fluorocarbon trace
Livebait hook angling towards head



ABOVE Large livebaits target large kingfish.

OPPOSITE Thick leaders don't always deter bites. This 35kg king ate a live skipjack tuna on 400lb trace deployed for marlin!

> To some degree it seems that the bigger and friskier the bait, the less the leader thickness (breaking strain) matters...

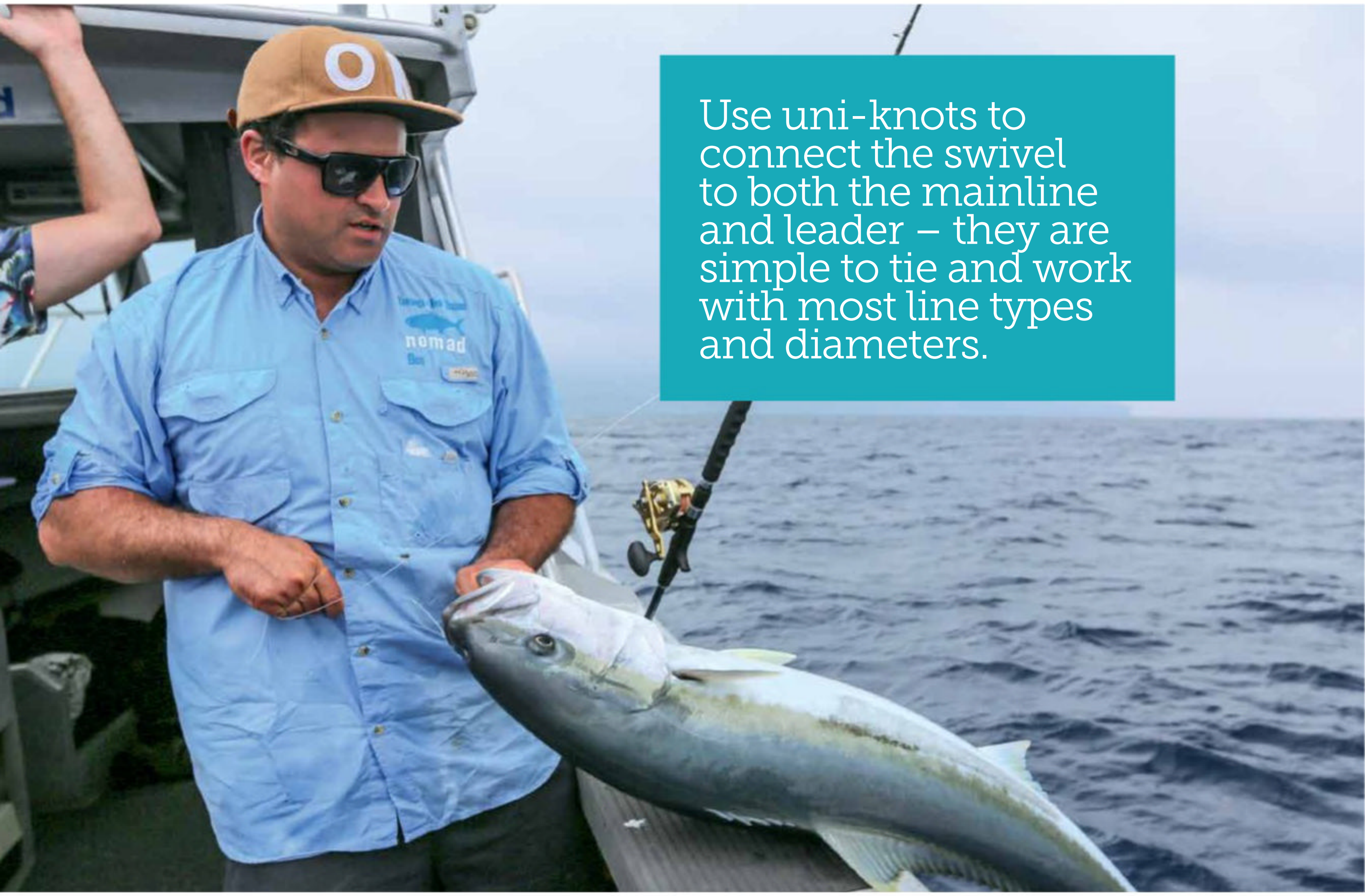
for toughness and abrasion resistance, is relatively easy to knot – especially using a uni knot – and is fairly supple. Compared to nylon leader, Fluorocarbon leader is harder to see (for fish) and more abrasion resistant (though often thinner), but harder to knot, less supple and considerably more expensive.

Whatever material you choose, make your leaders as long as is practical – I make mine to fall within the conventional IGFA sport-fishing rules (i.e. a maximum of 30 feet for line-class weights to 15kg, and 40 feet for lines of 24kg and over). That's because kingfish can drag quite a bit of line through jagged rocks and seaweed in their efforts to escape, so the more abrasion protection you have, the better the chances you and the fish stay connected.

The other reason I like longer leaders is they allow the live bait more scope to charge around giving off stronger vibrations. Live baits on longer leaders attract kingfish from further away and often excite them enough to eat the bait.

The area: The rockier and weedier the area, the stronger the gear and leader should be, as even modest kings are strong enough to wrap anglers up or break the line in foul ground. In such situations, the difference between success and failure often comes down to the thickness and length of the leader – and how well it has been connected to the mainline. Obviously, the thicker and tougher the trace material the more protection it affords, but just how thick the leader should be is largely determined by the size and type of bait.

The bait: To some degree it seems that the bigger and friskier the bait, the less the leader thickness (breaking strain) matters - provided the bait is small enough for kingfish to eat! So, while a big kahawai or trevally bait around 2-2.7kg should ideally used on a leader of 45-55kg, 70kg or even 90kg is not necessarily over the top, especially if marlin are also a possibility, as can be the case when fishing some of our more remote offshore grounds – the King and Middlesex Banks off the Three Kings Islands, for example.



Use uni-knots to connect the swivel to both the mainline and leader – they are simple to tie and work with most line types and diameters.

At the other end of the scale, a large piper or medium-sized yellowtail mackerel is better deployed using a length of 24kg leader, although it may be necessary to go up to 27kg or even 37kg if the ground is particularly unforgiving, or down to 18kg if the kings are wary.

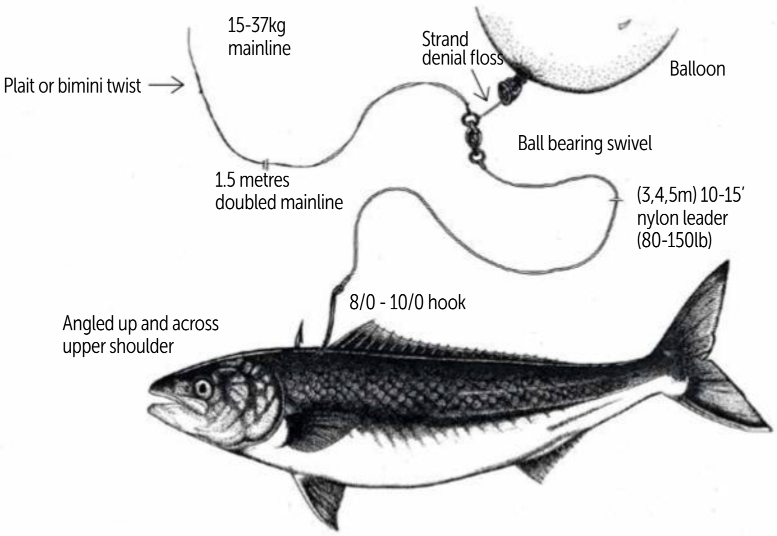
MATCHING LEADER LENGTH AND THICKNESS TO BAIT SIZE

- BAITS TO 20CM (i.e. small mackerel or medium-sized sprats and piper): three to six metres of 18-27kg trace, 5/0-6/0 hook.
- BAITS TO 30CM (i.e. small kahawai, medium-sized mackerel and trevally): three to six metres of 27-37kg trace, 6/0-7/0 hook .
- BAITS TO 40CM (i.e. medium-sized kahawai or large koheru): three to six metres of 37-45kg, 8/0-9/0 hook.
- BAITS TO 50CM (i.e. large kahawai and trevally): four to six metres of 45-54kg, 10/0 hook.

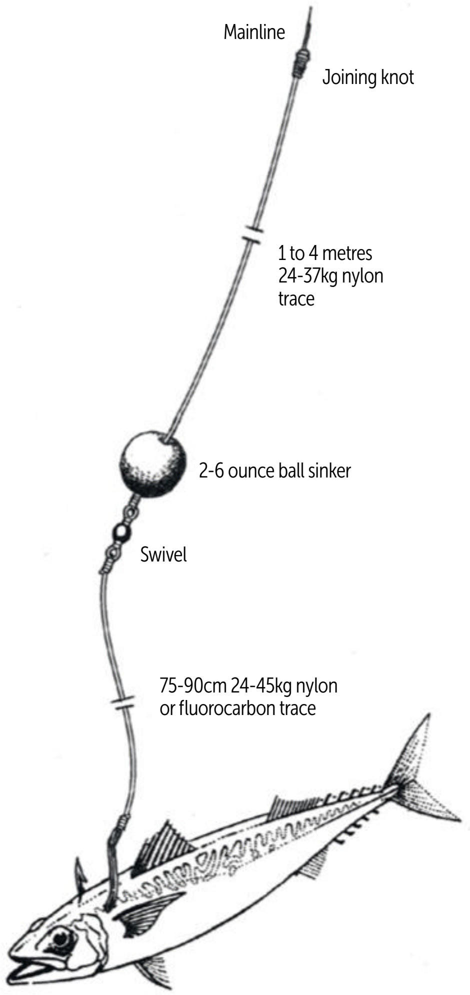
OTHER USEFUL TIPS

Incorporating a ball-bearing swivel into the terminal rig is always recommended as live baits often swim in circles, causing leader twist. Standard swivels bind up under pressure, so are not as good.

TYPICAL BALLOON RIG WITH KAHAWAI LIVEBAIT


15-37kg mainline
Strand denial floss
Balloon
Plait or bimini twist
Ball bearing swivel
1.5 metres doubled mainline
(3,4,5m) 10-15' nylon leader (80-150lb)
8/0 - 10/0 hook
Angled up and across upper shoulder

LIVEBAITING MACKEREL ON A SINKER RIG



OPPOSITE TOP The leader helps in boating fish, too.

OPPOSITE BELOW Use smaller hooks for delicate baits like piper/garfish.

Use uni-knots to connect the swivel to both the mainline and leader – they are simple to tie and work with most line types and diameters.

If using a balloon, tie it to the rear (top) ring of the swivel using a doubled over length of cotton (you can also use dental floss), so the swivel is still able to rotate freely.

If gently casting out using a float, connect the mainline to the trace with an Albright (nylon) or an FG (braid) knot, and insert a ball-bearing swivel between the float and live bait about 50-60cm from the bait. The float can then slide freely on upper (longer) section of the trace the leader joining knot acting as a de facto stopper – or use a stopper knot.

When fishing a sinker, you can still employ a long leader, but knotted to the mainline with an FG (braid) or Albright knot (nylon) and dispensing with a swivel. Back-to-back uni-knots are okay to use if re-rigging in a hurry, but less strong.

If using a swivel with your weighted rig, at least a metre of trace between the swivel and the hook allows the bait enough freedom of movement. BNZ

NEXT MONTH Leaders for kingfish lures

BOATINGNZ.CO.NZ

You & your family can trust a CPC Boat.

Companies that are approved to build boats to CPC certified standards are:

✓ Buccaneer Boats
✓ Extreme Boats
✓ Fi-Glass
✓ Frewza Boats
✓ Haines Hunter
✓ Huntsman Boats
✓ Kingfisher Boats
✓ KiwiKraft
✓ Marco Boats
✓ McLay Boats
✓ Offshore Boats NZ
✓ Rayglass
✓ Salthouse Boatbuilders
✓ Seaforce Marine
✓ Smuggler Marine
✓ Southern Boats
✓ Stabicraft
✓ Tristram Marine
✓ Ultimate Boats
✓ White Pointer Boats

APPROVED BY
COASTGUARD NEW ZEALAND
NZ marine

cpcstandard.com
COASTGUARD
NEW ZEALAND
APPROVED
CPC
NZmarine

Cargo transfer vessel 16.2m LOA with 5.75m beam and 1.25m shallow draft. Twin Yanmar 509hp diesel engines with dual Hamilton 403 jet units, est. 4000L fuel. Cruise est. 9.5 knots laden, sprint up to est. 20 knots. A versatile vessel with only 66 engine delivery hours. Possibly suit a number of applications including servicing, freight, tourism, ferry, conservation & more. Has an easy removable passenger pod, with deck space of approx. 40 square meters.

Priced at $1,395,000
Tauranga Boat Sales Ltd - Broker
Brett Eaton 027 459 2982
brett@taurangaboatsales.co.nz
TBS

review

Wright 52 Power Catamaran

LIVING THE DREAM

WORDS BY **ANDREW HOWARD**
PHOTOGRAPHY AND VIDEO BY **ROGER MILLS**

Stepping onto the transom and into the cockpit of the Wright 52 is a boater's dream: broad, deep, flat and safe.

The rear cockpit area is a fisherman's heaven and an entertainer's delight – it is the perfect platform to spend as much time as possible living your dream.

THE PHYSICS

Choosing a catamaran often comes down to aesthetics, and at times it should. It has been said that 'cats don't pound, they just ride soft'. But to ignore the physics of a power catamaran misses the point of a 'cat'.

Catamarans have two slim hulls, with a fine angle of entry, which at speed generate fewer waves. This means there is less wavemaking drag, allowing higher speeds with less power.

These fundamental physics mean that the catamaran hull slices through the sea as its sharp edges enter a wave. This breaks up the waves and makes for a softer entry into a head sea. The same can be said in a quartering sea, too, with the bow of a catamaran entering the sea one sponson at a time, which splits the waves for a smoother entry and a gentle landing.

THE WRIGHT EFFECT

Catamarans are nothing new. They have been around since the

LEFT The Wright 52 rides flat and level. Acceleration is strong and there's no need for trim tabs.

RIGHT The boat's modern decor and practical layout make life onboard a pleasurable experience.

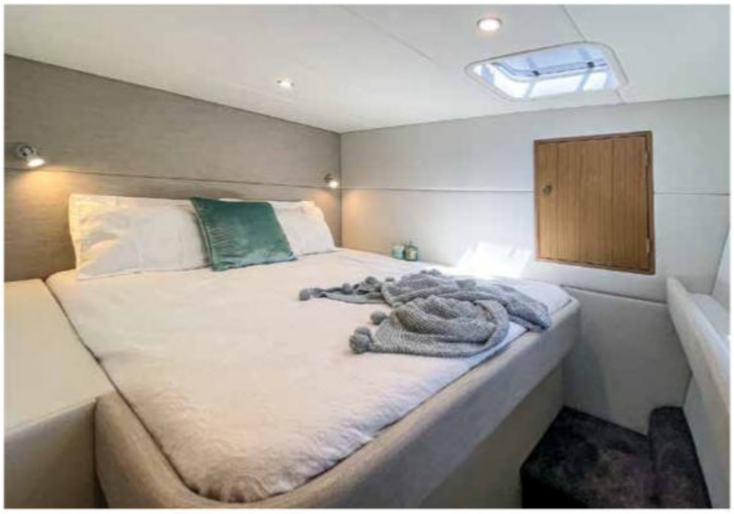
first Pacific wayfinders started to explore the oceans.

Catamarans are wide, stable and often lighter than equivalent-length monohulls. The righting moment on a catamaran is less than a V-hull, improving stability, and with the engines farther apart, cats are more manoeuvrable at low speeds, spinning easily.

There are reportedly over 2,500 Alan Wright-designed vessels on the water today. But when considering a new boat, it is hard to ignore the heritage that comes with any Wright-designed vessel. Being one of New Zealand's most popular keelboat designers, the Auckland-based Wright often ignored – or at the very least, stretched – conventional design boundaries and became renowned for creating slippery boats that were stable and seaworthy, as well as good-looking.

Wright's power catamarans were even used in America's

Fischer Panda®
Power with Peace
World's smallest, lightest and quietest generator sets
CHAPTER ELEVEN
enertec marine & rv
electrical specialists
5G Miro Place, Albany, Auckland, New Zealand
p. 09 414 4730 I info@enertec.net.nz I www.enertecmarine.com



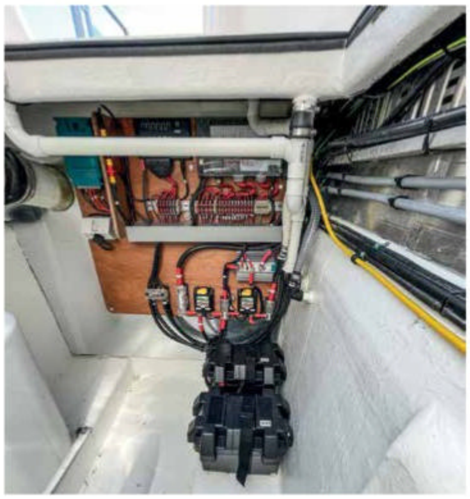
HELLA
Hella marine
12/24V MULTIVOLT
CORROSION RESISTANT
IP67 COMPLETELY SEALED
HD GRILAMID LENS
UV RESISTANT
5 YR WARRANTY

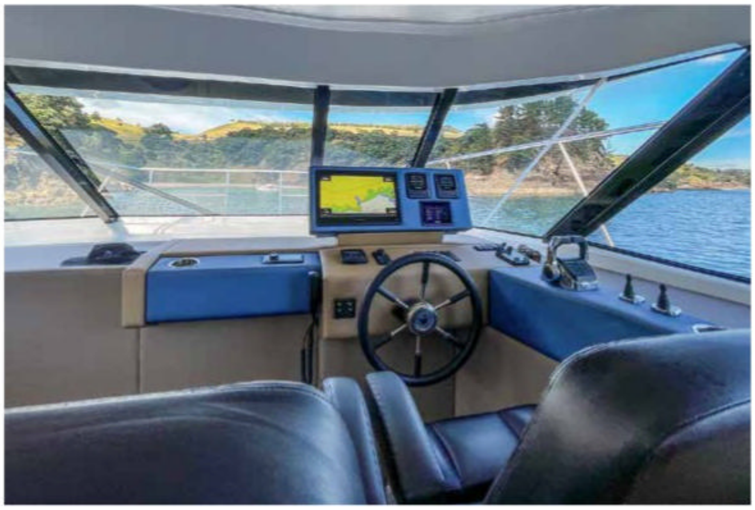
Sea Hawk-470 Light Bar
with Edge Light

Combining long distance light performance and a striking Edge Light using light pipe technology, the Sea Hawk-470 is specifically designed for the marine environment. Edge Light is available in both blue or white providing gentle ambient lighting to give your vessel a unique appearance.

Available at all leading marine outlets

www.hellamarine.com





LEFT Tidy electrical fitout and plenty of room under the cockpit sole.

RIGHT The helm station is well equipped and has comfortable seating. Sight lines are good.

OPPOSITE Clean lines, efficient operation and a good turn of speed.

Cup regattas to film the action, as they were so stable both at rest and underway while chasing the action.

However, some early power catamarans designs had a few inherent issues that made them uncomfortable to use. The largest and wettest of those issues is 'hull sneeze'. This occurs when the boat comes down over a wave, and water pushes up against the tunnel between the two hulls and has nowhere to escape except out the front of the boat. The resulting 'sneeze' shoots water out front from under the bow and inevitably blows upwards to hit the windscreens. Riding on any boat with spray flying out from the bow isn't fun.

Some catamarans can also get tricky in a following sea, digging in and tracking erratically. The two hulls don't always like to run in a straight line. Then there's turning. A deep-V hull boat leans inward in a turn, whereas a catamaran tends to lean outward. But there are ways to correct all these issues and accentuate the benefits, which this Alan Wright design has done very successfully.

The team behind K2 Marine, Kelvin and Amos Kay, are the proud owners of the moulds for this vessel. They are a father-and-son team that knows boats, with Kelvin being the bloke behind introducing the Thundercat class to New Zealand about 30 years ago.

During our on-the-water test of the Wright 52, it became clear that any challenges typically found in a power catamaran have been mitigated completely. Hull performance is very impressive.

K2 MARINE

Contact us

K2Marine_nz

K2MarineNZ

+64 21 336 385

www.K2Marine.co.nz

Sales@K2Marine.co.nz

Recognised member
NZmarine
INDUSTRY ASSOCIATION

The highly experienced K2 Marine team adds new vision into Alan Wrights quintessential Catamaran design to offer more space, volume, and features, while retaining Wrights hallmark high performance, functionality, stability and of course, that innate sense of sheer beauty.

THE RIDE

The bow of the Wright 52 does not ‘jump out of the hole’ like a deep-V hull design. Instead, the semi-displacement vessel emerges from the water, feeling like it wants to fly. The hulls are designed so that trim tabs or interceptors are not required. The acceleration felt controlled whilst still pushing the skipper into the back of the helm seat. Whether accelerating from a standing start, or from a cruise speed of 18 knots to wide-open-throttle (28-29knots), which only took 11 seconds, conning the boat was fun and addictive.

The ride is brilliantly comfortable. There was no roll or high-siding when turning at speed. The propeller tunnels, matched with flat planing sections at the stern of both hulls providing significant lift, ensured excellent stability underway.

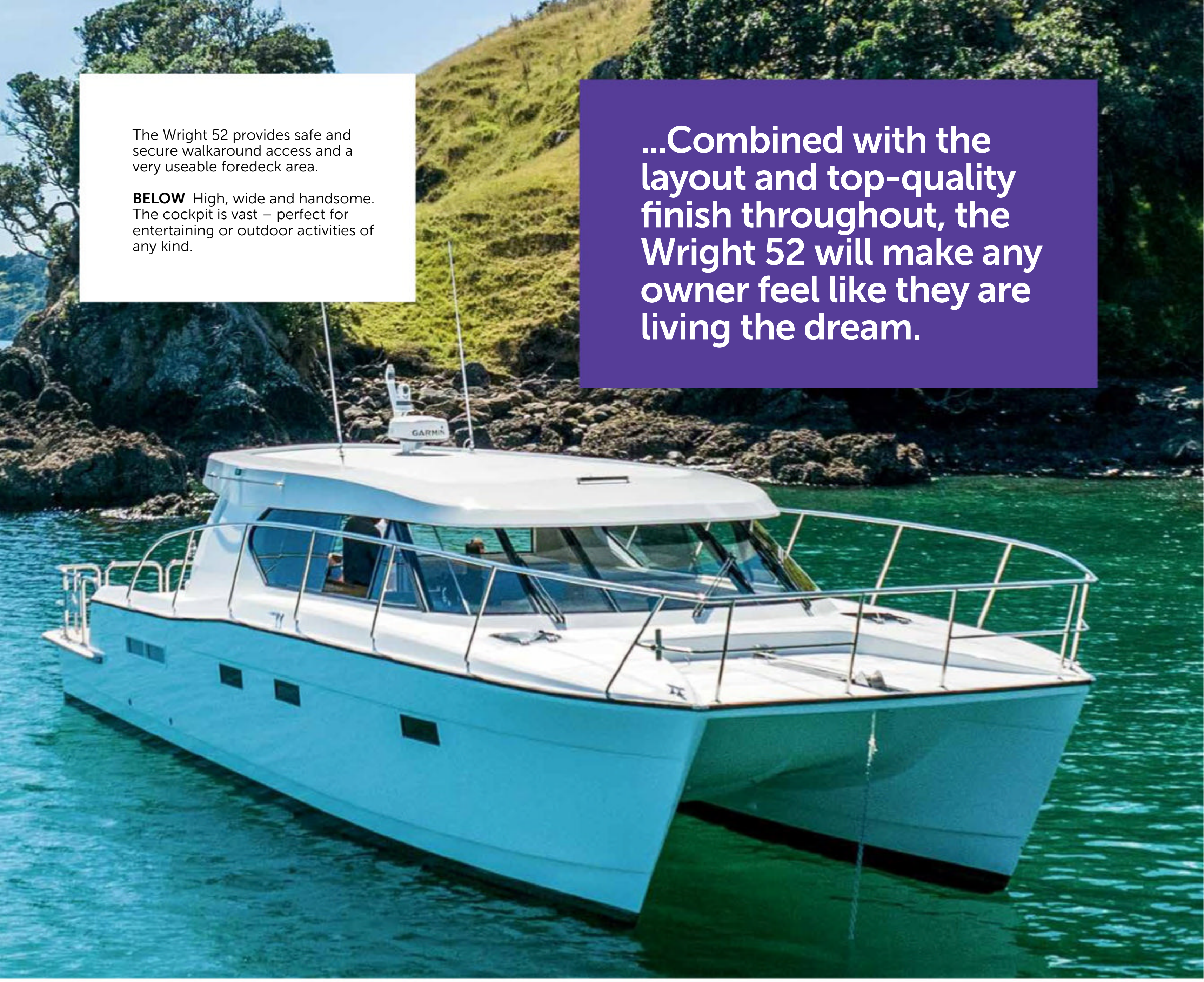
Twin Yanmar 550hp engines with four-bladed propellors quickly had the test boat planing efficiently at just 12 knots. On test day, we achieved over 29 knots; when the hull is clean, the hull and engine combination reportedly achieve just over 31knots.

The solid fibreglass and composite hulls’ efficiency is noteworthy. With a cruise speed of 21.5knots at 2,290rpm, we used just 40 litres per hour (total) and had the engines running at just 66% of their maximum load.

MOVING AROUND

Catamarans are known for excellent close-quarter manoeuvring. The Wright 52 is the perfect showcase for this feature. Fitting

YANMAR
THE GLOBAL STANDARD IN MARINE PROPULSION
3JH40
40 HP
4JH-CR
45-110 HP
4LV
150-250 HP
8LV
320-370 HP
6LY-CR
400-440 HP
6LF
485-550 HP
6LT
500-640 HP
Power Equipment
Est. 1990
Discover more and find your local dealer at
www.powerequipment.co.nz or call 09 358 2050



The Wright 52 provides safe and secure walkaround access and a very useable foredeck area.

BELOW High, wide and handsome. The cockpit is vast – perfect for entertaining or outdoor activities of any kind.

...Combined with the layout and top-quality finish throughout, the Wright 52 will make any owner feel like they are living the dream.

into most standard width single hull berths (yes, you read that correctly – a catamaran berth is not required for the Wright 52), the boat turns quickly with its twin engines, helped along by twin bow and twin stern thrusters.

So confident was Kelvin of the vessel's manoeuvrability that we drove the Wright 52 through the very tight entrance to Garden Cove on Waiheke Island. This entrance has caught out many a skipper at high tide, let alone at low tide when we went through. Our safe passage was aided considerably by using a wireless remote-control unit that could move the boat in any direction using a mini joystick.

The ability to easily walk around the boat's sides was a highlight, and the anchor locker is so large it is also where the fenders are stored.

SHEER COMFORT

The Wright 52's interior exudes sheer comfort, usability, and Kiwi boat-building craft.

The rear cockpit is enormous and features a live-bait tank, freshwater sink, and a 49-litre Isotherm fridge. There are also two sizeable lazerette storage areas under the flooring and excellent access to the engines and electrical systems. The decks are teak-lined throughout.

To starboard of the main door is a full-sized day head that could easily accommodate a hot water shower. The cockpit overhang ceiling houses a large fishing rod locker which, when closed, is completely hidden. The rear window opens to connect interior and exterior dining spaces.

Clean lines and wide-open spaces are striking features inside the saloon. White oak with teak accents warms the vast space, making it feel homely and comfortable and the saloon's dining table easily seats 5-6 adults, dropping down at the push of a button to make a double berth.

The galley features a gas hob and oven combination, dishwasher drawers that are easy to access, and forward of the galley is a retractable television connected to the Fusion stereo system.

The Wright 52 has all the latest electrical equipment, such as a 16-inch Garmin sounder/navigation screen, EBIRB, FLIR, radar and CZone. The twin chairs at the helm felt comfortable and spacious, providing excellent vision of the helm station, out of the windows and right around the boat.

A large bank of lithium batteries powers the vessel at rest, and there is a lot of space available to match these with a suite of solar panels.

The owner can customise the cabin and interior layout during the build phase – the test boat had a hand-stitched finish to the dashboard, for instance. This Wright design can accommodate a fully enclosed flybridge, creating even more space and versatility, as well as an electric davit system for the toys and tender.

FIT AND FINISH

The test boat's finish was excellent. The team at K2 has focused on soundproofing across all internal areas, which was evident on test day – we could talk normally whilst underway, despite all the windows being open. There was little engine or hull noise to speak of.

The port hull has a rear cabin with twin single berths, a forward double cabin, a well-appointed wet room, and a head and shower. The storage underneath the forward cabin is vast, and the storage forward of the cabin in the bow is also enormous. The black taps were a nice touch.

The starboard hull houses the very comfortable master cabin with a semi-island bed. It also has a master bathroom and wardrobe.

LIVING THE DREAM

The Wright 52 is a well appointed boat. The hull performance is excellent – a testament to those involved in her design and engineering set-up. The boat inspired confidence, at anchor and underway. Combined with the layout and top-quality finish throughout, the Wright 52 will make any owner feel like they are living the dream. On test day, tucked into the northeastern cliffs of Waiheke Island, we were asking ourselves whether we had time to nip over to Great Barrier Island for the afternoon. We didn't, but the boat was keen!

Wright 52 Power Catamaran

PACKAGES FROM
$1.85m NZD

BUILD TIME
12 months

MANUFACTURED BY
K2 Marine
www.k2marine.co.nz

HIGHLIGHTS

Quality of cabins and interiors

Large single-level cockpit and saloon

Low fuel consumption

The ride

SPECIFICATIONS

loa	15.4m
beam	5.2m
displacement	16,000kg (wet)
engines	2 x Yanmar 550hp
fresh water	2 x 450 litres
fuel	2 x 1,250 litres
accomodation	8 berth
cruise speed	18-22 knots
max speed	29 knots

WATCH IT

feature

Life on the hard

WORDS AND PHOTOGRAPHY BY **KATHY JAMIESON**

Ladder Living

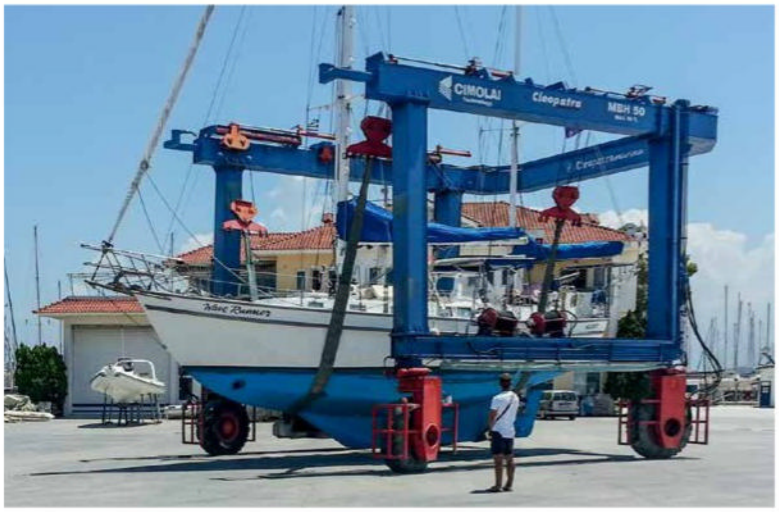
PART II

The second part of SV *Wave Runner* and her crew's experiences of living on the hard during their sailing adventures in the Pacific, Australia, Southeast Asia and the Med.

We elected to ship *Wave Runner* from Thailand to Turkey to avoid Somali pirates (*Cruising Helmsman*, February 2014). So, *Wave Runner*'s next lift was onto a ship for her Indian Ocean and Red Sea journey. We met her in Marmaris, Turkey, and then spent nine months cruising the wonderful Turkish Coast and many of the Greek Islands.

We hauled out so we could leave *Wave Runner* on the hard while we took a quick trip to New Zealand – something we did most years to catch up with family, especially my elderly mother, and friends. *Wave Runner* hosted our son and his family each year. It was such fun exploring different countries together. The kids even did a spot of Ladder Living just to show them what 'real' cruising was about.

During one of our haul-outs in Marmaris, we had *Wave Runner* stripped back to bare steel and a beautiful paint job done. It was a relief to see the steel was in great condition both inside (which we knew) and out. During this time, living on *WR* was something of an undertaking since all the outside bits were inside sharing our small space.



LEFT Kathy hard at work at Cleopatra in Greece.

ABOVE Remote-controlled travel lift at Cleopatra; A sweet dog Kathy befriended.

At times the scaffolding and covers made it impossible to use the ladder, so boat yoga was required. To keep me sane, we took a trip across to Rhodes where we stayed in an apartment – bliss.

Before leaving Turkey, we had had the experts check *Wave Runner* from bow to stern. They told us all systems were in excellent shape. However, after we'd transited the Corinth Canal, *Wave Runner* became impossibly heavy to steer, so we arranged a haul-out at the Cleopatra Marina near Preveza using their remote-controlled travel lift. The lower rudder bearing was jammed up with crud and was effectively fixed by an English engineer.

We enjoyed this haul-out so much that we elected to stay four days, even though the work was completed in one. Maybe not everybody's choice of venue for a Greek holiday, but I loved it. No anchor watches, rolling anchorages and charter yachts anchoring on top of you, nor wind changes and squalls in the night. The only worry was the extra expense.

SO·PAC
So-Pac marine

QUALITY MARINE EQUIPMENT FROM AROUND THE WORLD

NEED FAST RELIABLE BATTERY CHARGING
FOR HOUSE BANK?

BALMAR®
WWW.BALMAR.NET
DC CHARGING SOLUTIONS

Balmar Marine alternators are specifically designed to deliver high output at engine idle.

Even when working in a hot engine room their performance remains high.

- 6 Series up to 120 amps
- XT Series up to 250 amps
- Multi-6, 8 and 10 groove Serpentine pulleys and pulley kits are available for most engines.

6 Series Alternator with Regulator Kit

XT Series Alternator with Regulator Kit

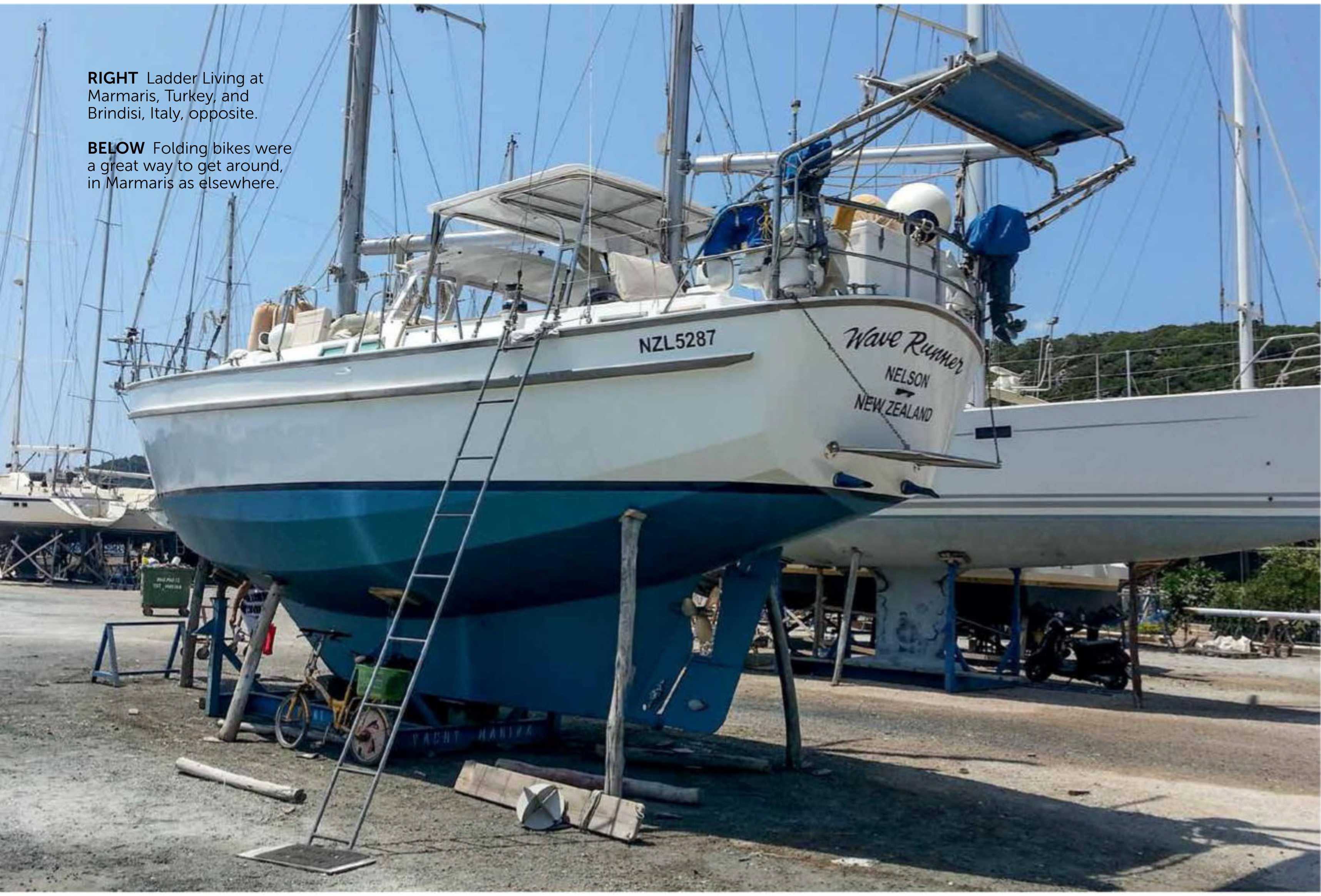
SG200 Battery Monitor Kit

Complete kits include programmable Regulator with temperature sensors. Add SG200 Battery Monitor with Smartlink Bluetooth to your phone.

Yanmar fitted with Valeo alternator? Ask about 30% faster charging with Smart Ready Retrofit.

For experience backed advice, contact us about 24 V and 48 V alternators for high output heavy duty applications.

www.sopac.co.nz
09 448 5900 | info@sopac.co.nz
41c William Pickering Dr, Albany, Auckland.



RIGHT Ladder Living at Marmaris, Turkey, and Brindisi, Italy, opposite.

BELOW Folding bikes were a great way to get around, in Marmaris as elsewhere.

Then, on our way to Brindisi in Italy, we found lots of water coming through the stern-gland – the rope stuffing was worn out, so another haul-out.

We left *Wave Runner* up on the hard to have the stern gland fixed as we had flights and land travel arranged. On our return, we were put back in the water, but the leak continued. They picked us up again, did another fix and then, when they were putting us back in the water for further sea trials, the front travel-lift strop slipped, dropping the bow about two metres – and with me on-board!

What saved the boat was that the strop caught in the bowsprit, stopping it from slipping further. We were in shock and especially worried about the Signora. Poor *Wave Runner!* Thank goodness she is such a tough old lady and was over the water when the strops slipped.

The damage, fixed at the boat yard's expense, was not too bad, but the delay was more concerning, as we were on our way to Gibraltar to prepare for an Atlantic crossing and meet up with relatives in Spain.

With ladder living there is never a dull moment. Yards are busy places with boats coming and going and there's always plenty to watch. With the elevated height, views are often fantastic. There are always other world-cruisers to meet in boats that are bigger, smaller, newer, older – all requiring work and maintenance. Life-long friendships are made.

For various reasons we decided to ship *Wave Runner* home to New Zealand rather than sail her. In the early days, our passage planning had always focussed on getting to the Med. We didn't know we would fall in love with SE Asia and spend so much time there, or that Somali pirates would close the Red Sea to us.

Also, we hadn't planned on an extended stay in Gibraltar. There, we based ourselves in La Linea on the Spanish side. It was cheaper and nicer and just a short walk across the border into Gib. Nice and easy for a road trip to Portugal, flights to the UK and Malta and North Africa and Morocco just across the water. No ladder living there. Those days were over.

All went well with *Wave Runner* and after a nine-month stay in Spain we had a leisurely sail to Genoa from where we shipped *Wave Runner* back home. En route to Genoa we spent time in the Mar Menor, the Balearics, Sardinia, Corsica and Elba. Genoa we really enjoyed, although the waters within the marina were very turbulent with superyachts and tourist boats zooming past all day. Fast was the only speed.

> **Preparing your boat for shipping is quite a job, but we were well practised.**

Preparing your boat for shipping is quite a job, but we were well practised.

Items we found very helpful for our ladder living, and cruising in general, were our folding bikes, the small aircon unit and a porta-potty. Our model had a little suitcase that could easily be transported, with nobody being any the wiser about its cargo.

I have to say, having a washing machine was a biggie for me. I bought two small twin-tub machines (cheap in Thailand) that could be powered from a small inverter.

The skipper was worried about where to stow the second machine. When I told him I would sleep with it if necessary, it was allowed to stay. BNZ

***Kathy Jamieson, SV* Wave Runner*, now SV* Koutere.**

So-Pac marine
QUALITY MARINE PRODUCTS FROM AROUND THE WORLD

5 Big Benefits
- Easy installation
- In Water Service
- Reliable operation
- No moving parts
- Low maintenance costs

WIRELESS DOCKING & MANOEUVRING
WATER JET THRUSTERS
FOR BOW & STERN

THE EASY ELECTRIC SOLUTION
JET THRUSTER CONTROLLER
PLUG & PLAY WIRING

THE NEW COMPACT SERIES
POWERFUL, LIGHTER, SMALLER
WILL FIT ANY BOAT

VERY SMALL HULL PENETRATIONS
NO VULNERABLE PROPELLER
VERY LOW OPERATION SOUND

WIRELESS CONTROL
JET THRUSTER REMOTE
FOR YOUR VESSEL
(Optional)

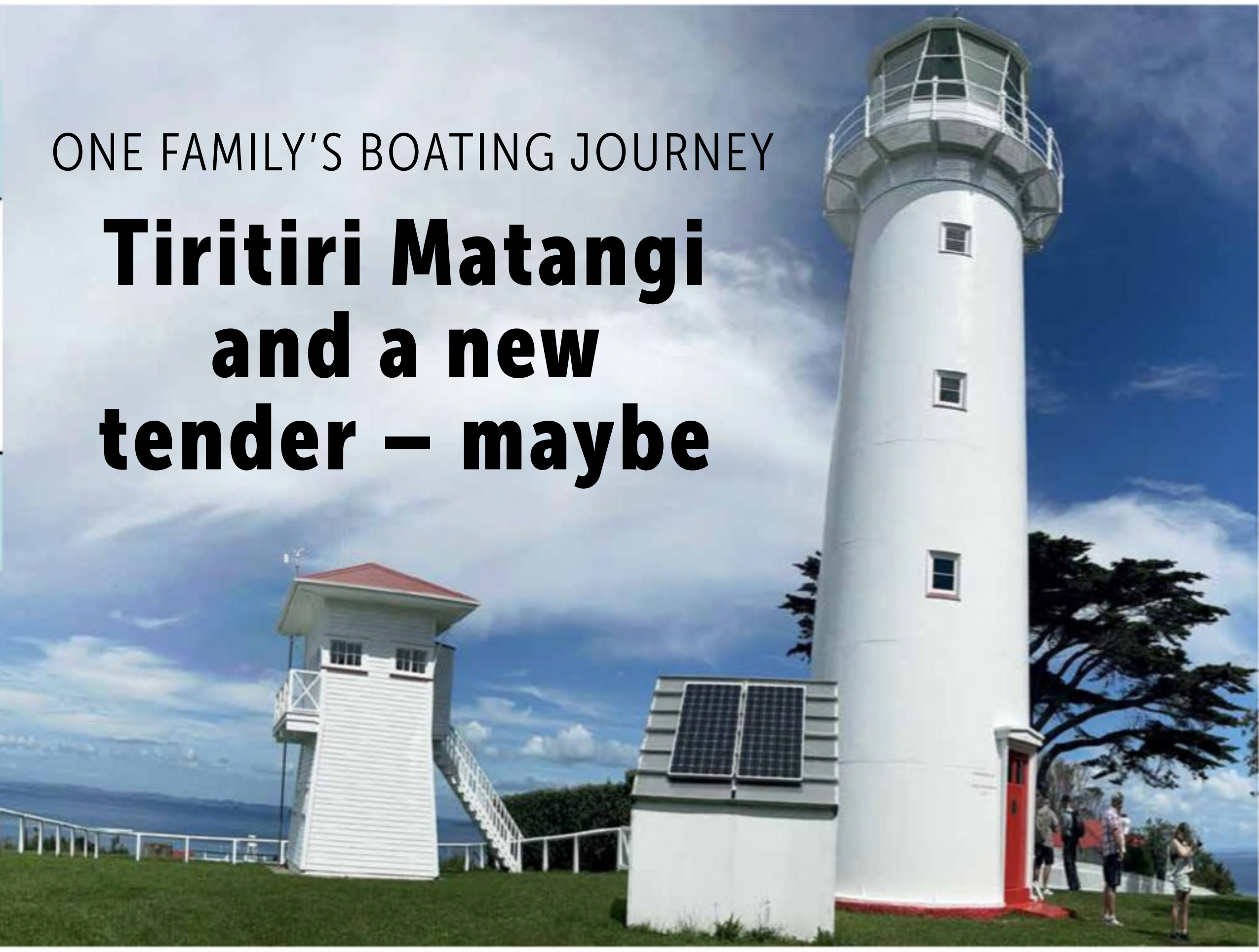
www.sopac.co.nz
09 448 5900 | info@sopac.co.nz
41c William Pickering Dr, Albany, Auckland.

SAIL**JOURNEY**

with CHRIS WOODHAMS

ONE FAMILY'S BOATING JOURNEY

Tiritiri Matangi and a new tender – maybe



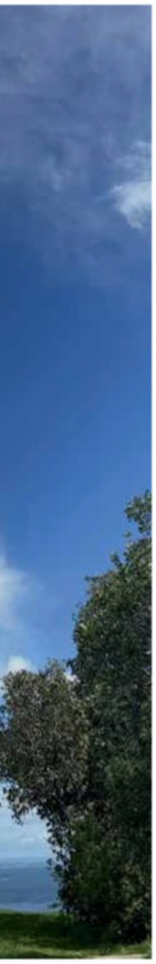
We were so excited – after cyclones and high winds we finally found ourselves with the opportunity for a day excursion on the water.

Tiritiri Matangi Island sits an hour's sail away from Gulf Harbour. Two years ago we attempted to anchor at Hobbs Beach, but on a beautiful, sunny summer's day, the bay had been crowded with other boats and after a couple of attempts at close proximity anchoring, which was not a comfortable experience for anyone involved, we meandered out of the bay area and floated off the island for a bit while we gathered ourselves to work out what to do next. Decision made, we headed over to Shakespeare Beach (Whangaparaoa Peninsula) for fun and frivolity; the kids spent the afternoon squealing and laughing as they dove from the bow into the blue depths below.

But March 12 was like a day of new-found freedom: no work and no cyclone. We were mindful that we only had a day, from early in the morning until 6:00pm, so we picked our destination with care. Not too far to sail from Gulf Harbour, Tiritiri Matangi Island is full of interesting history – first a fishing spot for early Māori, then a farm, a military base, and now a wildlife sanctuary. It was a day begging to be used for exploring! Our decision was made.

We departed the marina and began to motor our way over to Tiritiri. Sailing – the real type with wind billowing our sails – is by far our preferred way to move from one location to the next, but on this day the wind had different ideas. It was flat-calm.

Pleased to see only one other yacht anchored at Hobbs Beach, we found our spot, dropped our anchor and waited to



ABOVE Not too crowded – room enough for us.

LEFT It's a pleasant walk from Hobbs Bay to the lighthouse on the hill.

BELOW Our present tender takes some carrying! Native birds are abundant on Tiritiri Matangi.

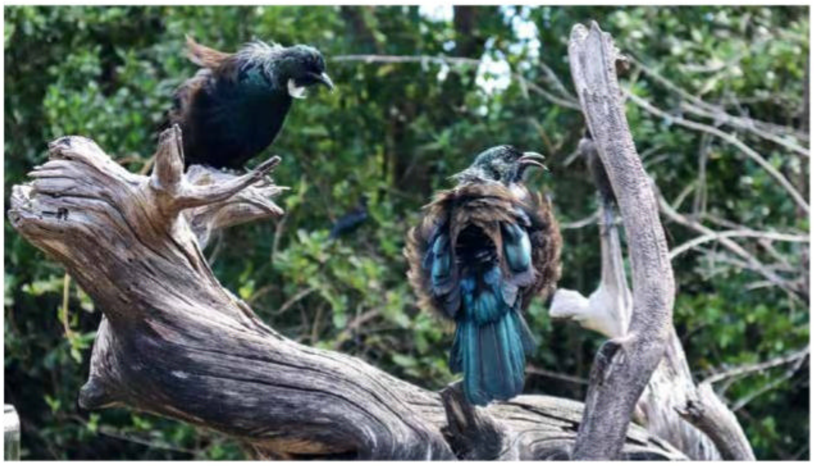
ensure we weren't dragging. There is nothing better than a nice soothing cuppa; so much so, sipping tea while we sit and watch is part of our anchoring ritual.

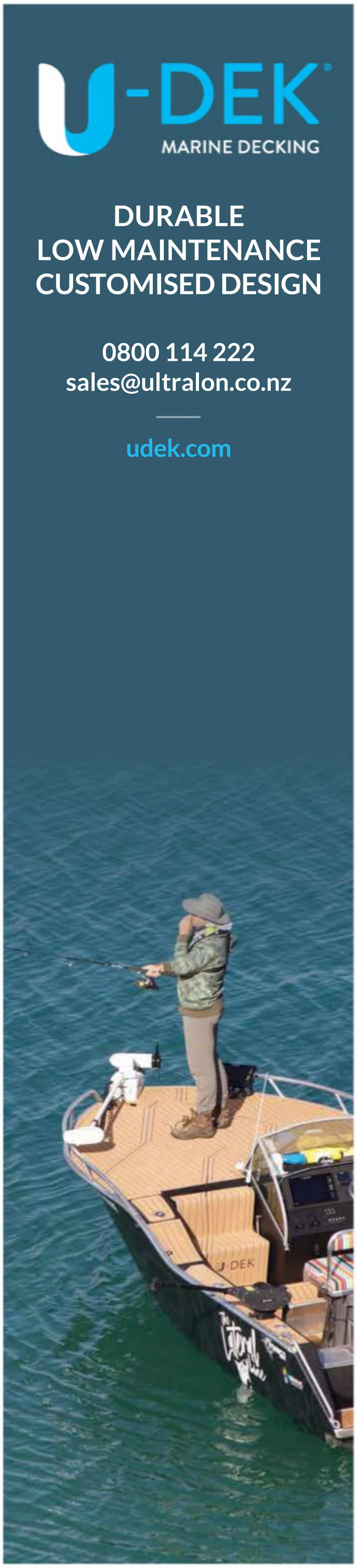
The water at Tiritiri Matangi was crystal clear, and the anchor was visible even though it lay seven metres beneath us. This is the type of anchoring Chris Jnr enjoys, and in no time he found himself in his wetsuit snorkelling down to the anchor. Checking to make sure the anchor is well-placed and firmly holding after anchoring is a really good habit, no matter the clarity of the water. We don't do it often enough and I've made a mental note to keep this practice up.

The wind had picked up a little, but we weren't dragging so we went and visited Tiritiri. Our 5hp outboard motor is fantastically heavy, and sometimes it's more effort than it's worth to use, so instead we rowed and with the wind pushing us along the trip wasn't too difficult.

Our tender is one of the older types – blow up sides with a metal hull; aside from the need to replace one of the wheels, which would make it easier to pull, it is quite heavy. With the outboard motor in place, it requires at least four of us to lift it.

I've often thought if I found myself overboard and Kirsten and the kids needed to get an outboard-powered tender to me quickly, I'd be far more confident if they had a lighter model. In my mind, I'm making a list of things I want to check out at the Auckland Boat Show (which at that point was going to happen a couple of weeks later). So far, my list included an electronic outboard motor and a more modern, lighter tender.





U-DEK®
MARINE DECKING

DURABLE
LOW MAINTENANCE
CUSTOMISED DESIGN

0800 114 222
sales@ultralon.co.nz

udek.com

L-R Chris Jnr checks the anchor; Takahē at Tiri; Tiri Wharf.

OPPOSITE Checking out tenders at Auckland Boat Show.

Once on Tiritiri we heaved the tender up onto shore at Hobbs Beach. We then walked the 600m track from Hobbs Beach over to Tiritiri Matangi Island Wharf. The track was partially closed due to erosion, but we were able to walk along the high tide mark on the stony beach. We then walked 950m up from the Wharf to the Visitor Centre.

As we walked, we also found a massive array of bird life (as you would expect in a sanctuary such as this) – and by chance at the Tiritiri Lighthouse (near the Visitor Centre) we came upon a pair of takahē, an indigenous flightless swamphen. Takahē were believed to have become extinct in the 1800s, only to be found again at Tekapo in the South Island in 1947. Some years ago, one pair was moved to Tiritiri Matangi where they are happily nesting and, I assume, mating to grow a sustainable base.

Rowing back was a little harder as the wind was against us. Again, it reminded me to look at tenders and outboard motors at the Auckland Boat Show.

Which is where we found ourselves two weeks later…

On Saturday 25 March, we arrived at the Viaduct for the Auckland Boat Show. The three kids, all teenagers, wanted to come as well; their interest in boating is growing all the time, which is quietly making me very happy. As much as I'm keen to travel the world (even half the world) on *Sauvage*, I don't want to be dragging my kids along if they don't really want to come.

REDEFINED FOR THE ULTIMATE EXPERIENCE

Introducing a new generation of our D4 and D6 propulsion packages, from 150–480 hp. After having spent years refining and developing the proven platform ever further, this complete system delivers new exciting features – from helm to propeller. All to offer you the ultimate boating experience.

Visit our store or www.volpower.co.nz to learn more.

Distributed by **Volpower NZ Limited**
for New Zealand & Pacific Islands
ph. 0800 865 769 or 09 2744305
www.volpower.co.nz

Authorized dealer for Volvo Penta

VOLVO PENTA

NEW D4 & D6 PROPULSION PACKAGES

By chance the first exhibit we found at the boat show was for inflatable dinghies (or tenders). Yes! In fact, we came across several inflatable tenders, all much more modern than ours, but more importantly, so much lighter! We were impressed; some of the features were very sexy: light but rigid air decks, internal paddle storage, rings for easy three-point lifting on and off our yacht and more.

We also found a couple of electric outboard motors. They were fairly similar in design. One of the features I liked the best – other than their use of electricity rather than petrol, which in my opinion is where the future lies in boating – was the ability to take the components apart to create a much lighter, portable system. So light, even my 13-year-old daughter could carry it around.

Both electric outboard motors provided quite a bit of grunt, which is great if you need to go a longer distance on the tender.

I came across the Australian company from whom I purchased my watermaker a year or so ago and discovered a few small but useful upgrades to my system. They very kindly offered to send me a replacement part, and I am keen to add this to my existing watermaker as it will give it a longer-lasting grunt (the sea-water inbound pump under-performed, often resulting in water drying up. They have since replaced the pump with a larger model).

We were able to go on board yachts that were on sale. I learned a lot from the different layouts of the other yachts. *Sauvage* was built in the 1980s which seems a lifetime ago now, and some of the design components are a little dated. We have a four-cabin layout with two heads. The bow head, accessible from both bow cabins, lies at the front of the boat which means space has been lost in the saloon to allow for the bow head. The saloon on *Sauvage* also seems narrower than more modern layouts; we think it's because the benches are built to compensate for cupboards that are attached to the bench. More modern layouts have cupboards that float above the bench instead, allowing the whole kitchen to move to the side and providing more space in the saloon. Food for thought. But, as Kirsten rightfully pointed out, it would be quite a big modification and should be planned well in advance.

Talking about boat fixes. I had to remove the roof-inset window glass as we had a leak… but that's a story for next month's article. BNZ

NEXT MONTH New glass for the roof.
facebook.com/SVSauvage

MARINA, DRYSTACK, HAULOUT AND MARINE PRECINCT.

- 20T and 60T haulout trailer (9m air draft limit)
- Covered and uncovered hardstand
- All trades available on site or DIY
- Onsite fuel supplied by GOfuel
- 270 berth dry stack boat storage
- 10-25m marina berths available
- Located 5 minutes off motorway at Mt Wellington; 20 minutes from Westhaven.

36 Gabador Place, Mt Wellington, Auckland.
09 534 8341 info@tamakimarinepark.co.nz
www.tamakimarinepark.co.nz

TAMAKI MARINE PARK

Contact us today
for the latest boat yard specials and to book your next service.

BOAT**BRIEF**

WORDS BY **ALEX STONE** PHOTOGRAPHY **SUPPLIED**

NEW PLYMOUTH YACHT CLUB

Time capsule & future vision

For a club focussed on dinghies, cat and trailer-yachts, it's remarkable that New Plymouth is also the custodian of an epic ocean-racing challenge that's lasted for 50 years and still going strong.

The Solo Trans-Tasman Yacht Challenge has been sailed every four years (except for Covid buggering up the schedule) since 1970. The most recent race – a fleet of nine intrepid sailors including one woman skipper – set off on Easter Sunday, 9 April, on the often-gruelling passage from New Plymouth to Southport in Queensland. The race this year is sponsored by the Taranaki franchise of Ray White Real Estate.

The sailors of the New Plymouth Yacht Club, established 1939, are not faint-hearted themselves, sailing every weekend outside the breakwater, in the regularly stern breezes and seas of the 'Naki coastline.

Beyond the Solo Trans-Tasman event, the club keeps a high profile in small boat racing. On the weekend before Easter, they hosted the OK Dinghy National Championships, and those for the 3.7, with fleets of 25 boat and 29 respectively. Local sailor Paul Moriaty finished second in the 3.7s

In 2004, they hosted a very well-attended World Championships for A Class Cats and, they rotate with Napier and Taupo hosting the Optimist North Island Championships.

On the day of our visit one of the the Solo Tasman Race skippers, Lucy Te Moananui, was back out at sea completing her 500nm qualifying passage.

Other notable skippers in the race are two Kiwi brothers Malcolm and Alister Dickson, one from Motueka, the other from Sandspit, whose version of brotherly togetherness is meeting in New Plymouth to promptly take off again, each on their own boat. Plus three Aussies. [See box for the full line-up].

The New Plymouth Yacht Club volunteers are also part of Sailability Taranaki, a programme for disabled sailors who compete at Waitara in eight Hansa 303 sailing dinghies.

New Plymouth Yacht Club's contribution to the rich heritage of top Kiwi sailors includes Craig Monk, Olympian in the always-testing Finn class, and legendary America's Cup sail-trimmer and winch-grinder; Ross Field, Whitbread Round-the-World and Volvo Ocean Race winner, and now Artic cruising exponent; and Sam Street recent winner of the Wasp World Championships, and a contender for 470s in the Olympics. Jack Parr is a foiling windsurfer who went to the Youth Worlds this year. And of course sailing coach Wayne Holdt, who continues to contribute to New Zealand sailing despite never having left his home town. BNZ

STARTERS FOR THE RAY WHITE SOLO TRANS-TASMAN YACHT CHALLENGE 2023

MIKE CARTER	*Allegresse*	Royal Port Nicholson YC NZ	Bruce Clarke 42
MALCOLM DICKSON	*Sarau*	Sandspit Yacht Club NZ	Malcolm Dickson
ALISTER DICKSON	*Frontier*	Motueka YC NZ	
MARK HIPGRAVE	*Mister Lucky*	Royal Queensland YS AUS	Jeanneau Sunfast 3600
TREVOR HILL	*Apriori*	Newport Cruising YC AUS	Farr 11.6
LUCY TE MOANANUI	*Nerissa K*	SSANZ	Contessa 32
ALAN YARDLEY	*Melting Pot*	Manganui YC NZ	Elliot 9
CRAIG ANSLEY	*Crocus*	Royal Akarana YC NZ	W Atkin 'Ingrid'
JIM O'KEEFFE	*Hullabaloo*	Port of Yamba YC AUS	Adams 13

107614
4677
79042

BELOW Sailing Paper Tigers in the shadow of Taranaki Maunga.

GET $150 OFF FOR EVERY FOOT OF BOAT SOLD

OFFER AVAILABLE ACROSS ALL STABICRAFT MODELS DURING THE MONTH OF APRIL

This limited offer will run from 1st - 30th April 2023.
So act quickly and see your participating dealer now to secure this deal.

STABICRAFT
ADVENTURE WITH CONFIDENCE

DIYBOATING

with NORMAN HOLTZHAUSEN

Isotherm
Tropicana
TOBLERONE
Heineken
Coca-Cola
Bregott
Fanta
Pepsi

MARINE REFRIGERATION

Chill out

Almost every type of boat-use story has some requirement for keeping stuff cool.

A small fishing dinghy may only need a chilly bin to keep the sun off the refreshments or bait for a few hours, whereas a cruising vessel may need to store weeks' worth of supplies in a deep freezer for extended trips. In between these extremes are launches or larger runabouts that will likely be used for the occasional overnight trip or weekend away. As I rebuild my boat *Divecat* I am changing her interior layout, from a purely day-boat to a something more suitable for extended family trips. With the change in usage comes a change in the onboard refrigeration requirements.

At the moment the galley is, literally, a blank space and hence I have the opportunity to build in whatever I like. Before I start the joinery work I need to plan out what type of fridge to fit, where to put it, and how big a unit to install. I also needed to know what is required in terms of ventilation and power source. I popped down to my local marine supplier to see what they had in stock, and came away slightly more confused than before I started.

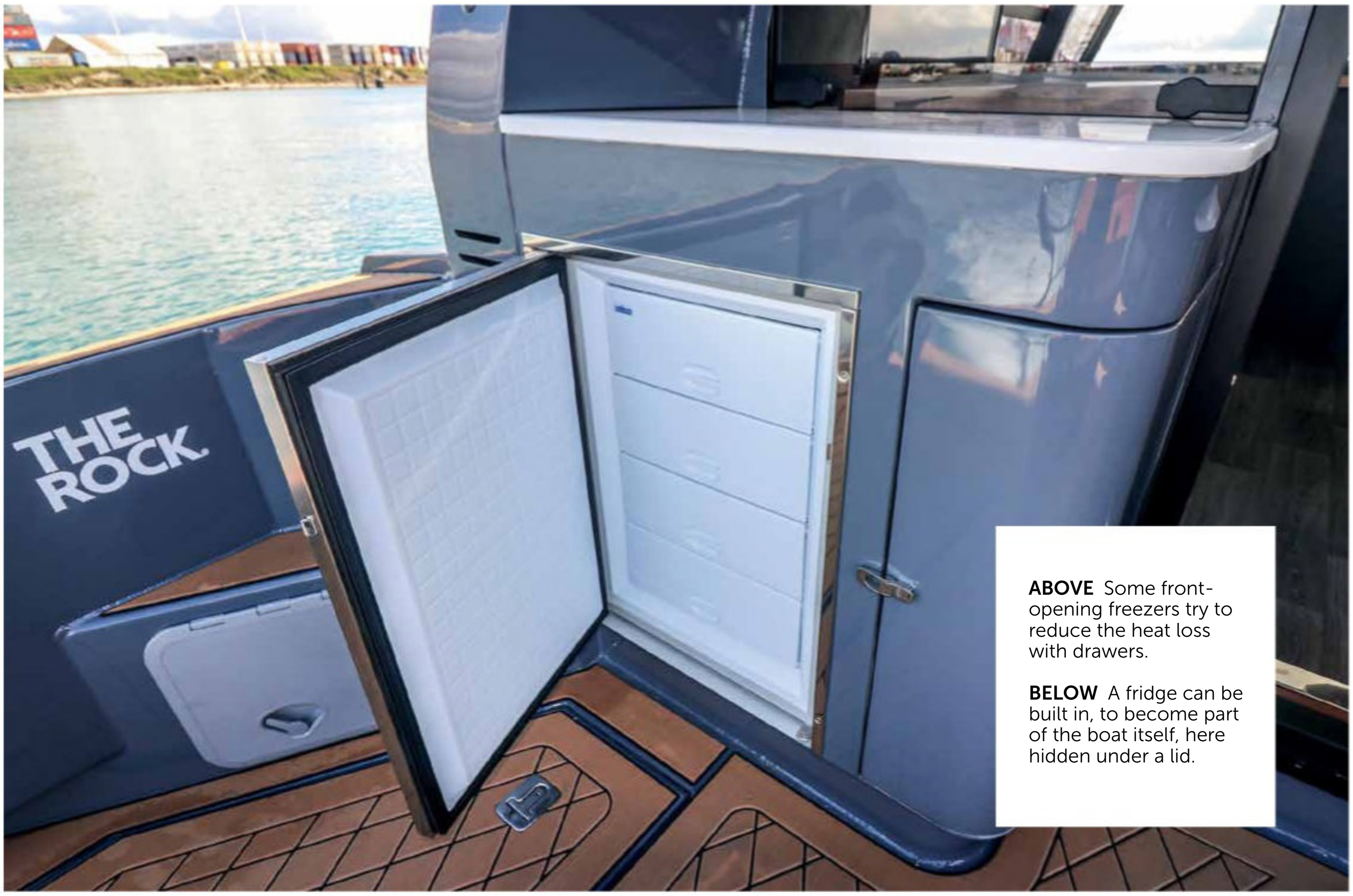
The first, and possibly most important, consideration is what power source to run the fridge off. Options include gas-powered, battery (12V or 24V), and 240V mains, and there are even three-in-one units that can run off all three – gas, battery or mains power. These units can be switched as required to use the most appropriate energy available for the situation.

I decided some professional advice was needed before I made an expensive but potentially wrong decision. So I contacted Greg Knight of Auckland-based Fridgetech, which specialises in the sales, service and installation of fridges and freezers for the marine, motor-home and off-grid markets.

First-off, Greg said that he absolutely does not recommend gas-powered fridges for boats. These require specialised ventilation systems sealing the gas combustion area and cooling unit from the inside living area, since they literally have a flame burning all of the time. On the positive side, they are very energy-efficient and a standard 9kg gas bottle can power one of these continuously for several weeks. They also have no moving parts and nothing to wear out, so can operate for decades without problems.

However there is always the risk of the pilot flame going out and gas fumes escaping into the cabin, plus there is the associated carbon monoxide risk. Building in adequate ventilation and taking care of the heat generated are not trivial problems, and Greg says these units are best suited for holiday baches and other off-grid locations that are not being bounced around like a boat.

The second option is 240V mains power, which is of course great if you spend a lot of time on a marina berth where shore power is constantly available. You can also run a trailer boat's mains-powered fridge at home using an extension lead, to chill



ABOVE Some front-opening freezers try to reduce the heat loss with drawers.

BELOW A fridge can be built in, to become part of the boat itself, here hidden under a lid.

At the moment the galley is, literally, a blank space and hence I have the opportunity to build in whatever I like.

the unit right down before unplugging just before you head off. Two-hundred-and-forty volt units have the highest cooling capacity, and larger domestic-sized fridges tend to be of this type. However, these are only really viable out on the water if you have a genset, since running a fridge off a battery and an inverter is hugely inefficient. So, not suitable for my application.

Battery powered is therefore the way to go. This is available for all boat sizes, and fair to say there are probably lots more options available using battery power than all the other types put together. The technology has become very efficient, with smaller units drawing as little as four amps. These units also operate using a compressor that cycles every five or 10 minutes, so they are only drawing that current around 30% of the time. Thus a fridge could draw on average around 1.5 amps per hour, or 36 ampere-hours over a 24-hour period. A reasonable sized house battery could therefore easily cope with a fridge running for an entire weekend, especially when combined with a solar panel on the roof to top the battery up during the day.

And what of the three-in-one fridges, which seem to be the ideal solution? Greg said they were, in general, totally unsuited for use on a boat. Gas-powered fridges work using vapour absorption refrigeration technology, a process developed in 1860 by a French scientist. In this system the coolant is heated up until it becomes a gas and separates into two components, usually ammonia and water. The high-pressure gases are separately cooled back to a liquid, and the high-pressure ammonia feeds into an expansion-chamber cooling system inside the fridge compartment. Afterwards the ammonia and water are recombined before the heating cycle starts again. Google this if you are interested in exactly how it works. The

ABOVE A classic Cruise 130 fridge, popular with boaties and RV owners.

RIGHT A cockpit freezer and a top-opening in-bench fridge/freezer – harder to access items at the bottom.

cooling process is quite slow, and a gas fridge may take up to six hours to get fully cold. And they have to remain in a vertical position to function correctly on gas, something that can be a challenge in a boat out on the water.

Importantly, though, the three-in-one units utilise the same technology as a standard gas fridge and simply add extra electric heating elements to vaporise the coolant. Electric heating is not energy-efficient and needs to run all the time. This means that running one of these units off a 12V source will impose a constant power draw of 10 amps or more for even small units, rather than the cycling that occurs in a compressor-based fridge. To achieve a similar cooling capacity will require three to four times as much power consumption compared to a electric-only fridge.

The only real advantage these units do have over battery-only models is that they also have no moving parts and so they run quieter and should be more reliable over a long period. The installation of a three-in-one is also considerably more complex, even if gas is never going to be connected, due to ventilation considerations to deal with the additional heat created.

Having decided that a 12V battery-powered unit is my best bet (or 24V if I had decided to implement a 24-volt circuit), the next decision was around size and capacity. Greg advised that a front-opening fridge is probably the best option for a weekend-type boat. Top-opening units are less user-friendly, since you need to clear anything off the lid before accessing inside, and items in the bottom of the fridge compartment are hard to reach. On the positive side, they do not lose all their cold air every time the door is opened – onboard freezers are often top-opening to reduce their heat loss and energy consumption.

So, having concluded that a front-opening, battery-powered unit is what I need, the next decision is what size. In my case I will build the galley around the fridge, meaning I can select a suitable standard-sized unit that simply needs a power connection. For unusual spaces or custom installations Fridgetech is able to supply a kit with the compressor and cooling coils ready to be built into a cupboard space. These can be as big or small as you need, and the compressor can be located away from the chilled space. Fridgetech also sells complete kitsets which include the insulating foam and a plastic or stainless-steel liner.

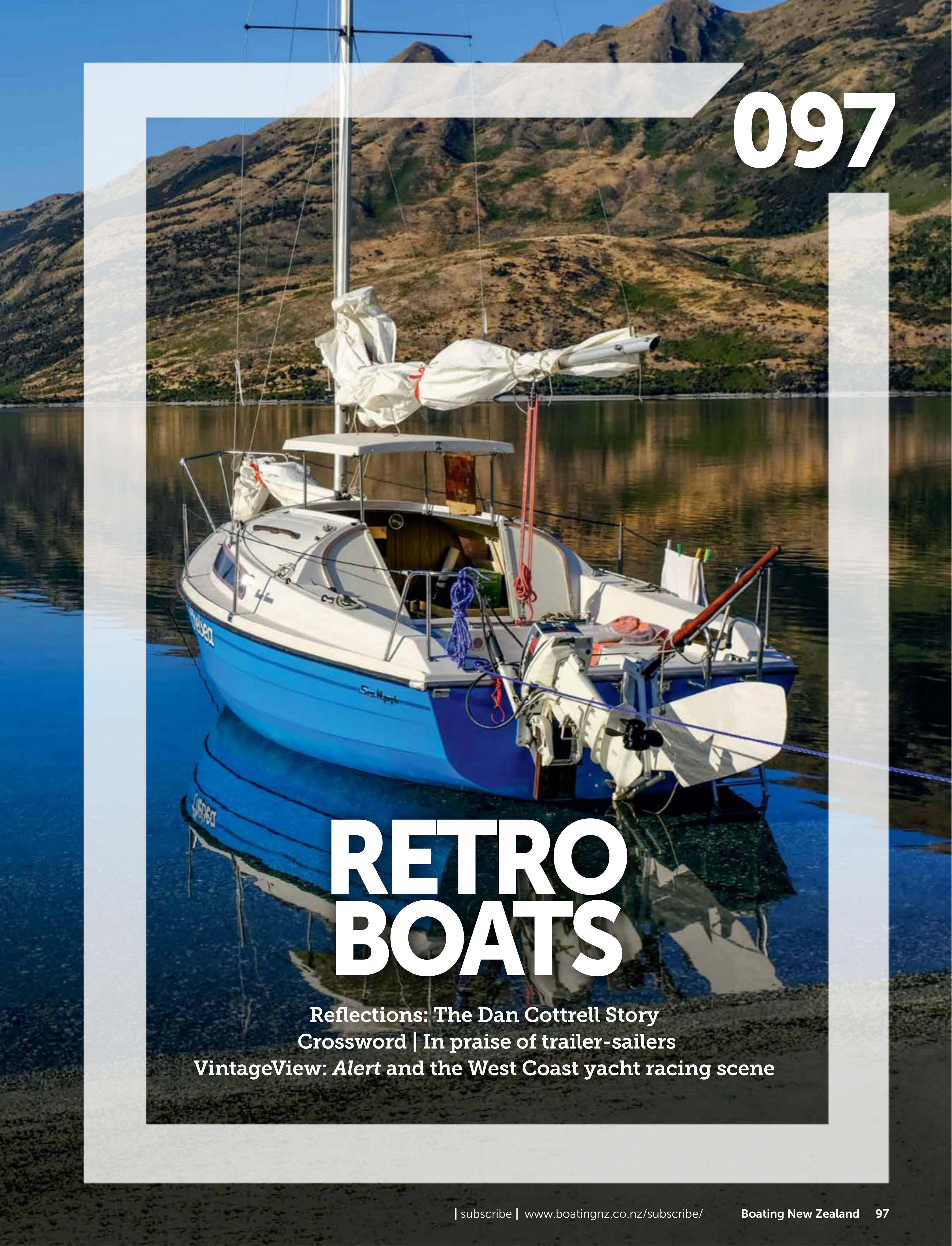
Based on my vessel size and up to eight occupants for a weekend, Knight recommended a 130-litre under-bench unit like the Cruise 130, which has an eight-litre freezer compartment. This unit is 745mm high, so easily fits under a standard bench height. The depth of 505mm also means it does not require very much in terms of cupboard width, although some space around the unit is required for airflow to allow heat to escape.

One other idea, which I may also implement later on, is to put a separate freezer unit out in the cockpit. A top-opening unit can be used much like a chilly bin, and if primed with salt ice it can keep items cold for quite some time even without being turned on. Greg says these are quite popular installed in an island or under a wash-down basin in the cockpit. Since a freezer draws about three times the power of a fridge when it is turned on, this is something that needs additional planning in terms of energy requirements.

Having now decided on the unit I wanted to install, I could begin to design and build my galley layout. I have a large and very solid rimu counter top that I am recycling from a previous home renovation, and decided to go with a U-shaped galley. This maximises the working area while minimising use of floor space. There are several possible locations for the fridge under this counter, each with different opening options, so I shall now trial a few before finalising the design.

NEXT MONTH Galley design, sink and hob.

BOATINGNZ.CO.NZ



097

RETRO BOATS

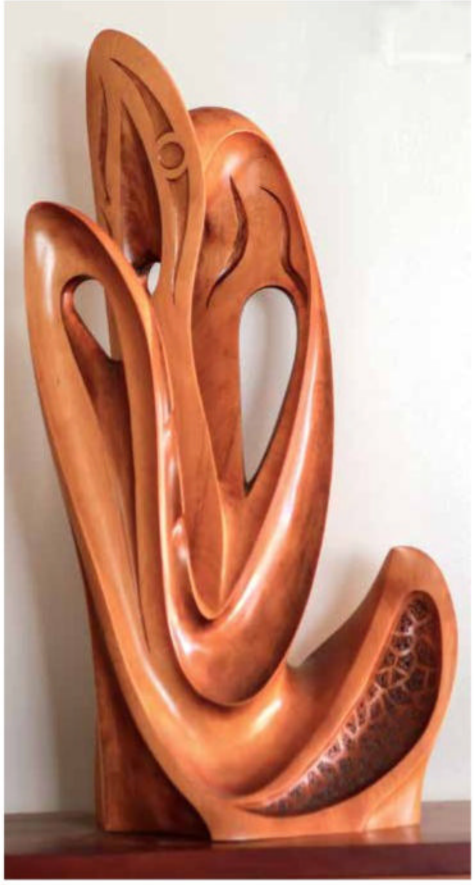
Reflections: The Dan Cottrell Story
Crossword | In praise of trailer-sailers
VintageView: *Alert* and the West Coast yacht racing scene

REFLECTIONS

with JOHN MACFARLANE

THE DAN COTTRELL STORY

Top of his craft



Boatbuilder Dan Cottrell is one of those quiet, unassuming achievers who has largely flown under the radar. For nigh on 20 years Cottrell was the foreman at John Lidgard Yachts and was responsible for crafting many fine timber boats. This is his story.

Born in 1931, the second of Dan and Lena Cottrell's four children, Dan knew what he wanted from an early age: "I always loved boats," was his opening statement, which seems a pretty fair place to start a story about a boatbuilder.

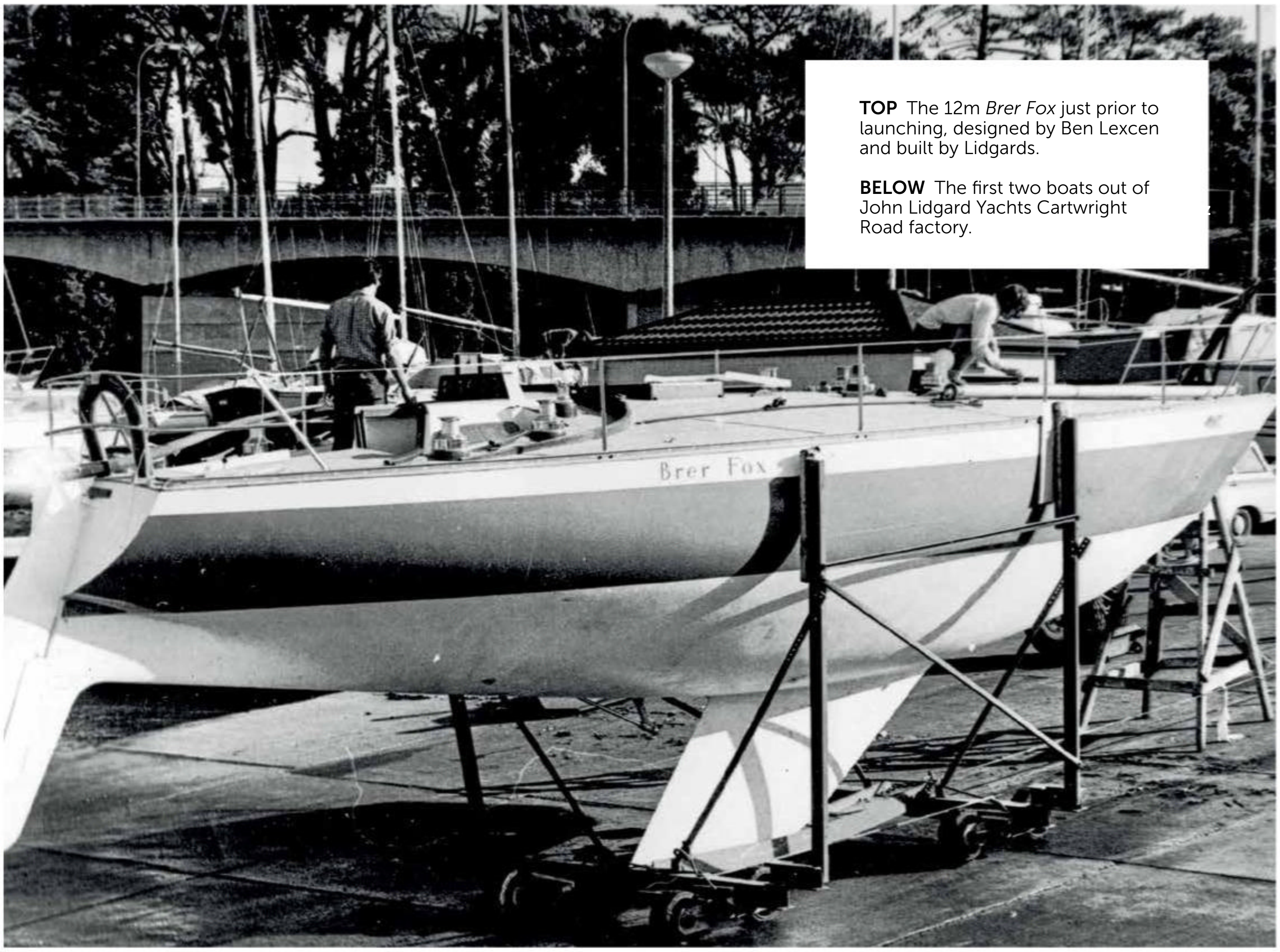
The Cottrell family owned a bach at Orere Point, near Clevedon. "I used to stand up on the cliff there and watch the boats travelling across the Firth of Thames and dream, 'Wouldn't that be heaven.' Well, later, I did it hundreds of times."

Just down the road from the family home in Sandringham, local boatbuilder and returned serviceman Charlie Filmer was building an 11m carvel-planked timber launch on his front lawn, and Cottrell began helping him during the weekends. Filmer asked Cottrell to become his full-time apprentice early in 1947.

However, Cottrell's father felt that Filmer's workmanship wasn't up to scratch and, after six months, helped his son gain a Motor Body Building apprenticeship with Eaddy & Taylor, a far more professional operation.

"I felt it was a good trade to learn, and I loved it."

In those immediate post-WWII days, most commercial vehicles were sold as cabs and chassis and required a custom-built body. Then, vehicle bodies were



TOP The 12m *Brer Fox* just prior to launching, designed by Ben Lexcen and built by Lidgards.

BELOW The first two boats out of John Lidgard Yachts Cartwright Road factory.

built from steel panels fitted over timber framing. Motor Body Builders had to master many skills, including joinery, panel beating, welding, brazing and painting.

After completing his five-year apprenticeship, Cottrell went house building for 18 months with his father, during which time he married Ruvae "Robyn" (nee Page). He then returned to the motor body trade with White's Light Metal Industries. However, during his 18 months away, the industry had switched from timber-framed steel panels to fully aluminium bodies, and Cottrell was kept busy building freezer truck bodies.

Looking for a change of scene in 1960, Cottrell decided to get into boatbuilding professionally. Following a lead from house mover James Davern, Cottrell joined the late John Lidgard. At the time, Lidgard was building the Stewart 34s *Princess*, *Pim* and *Patiko*, respectively for Davern, Boyd Hargraves and Ron Neil.

The three Stewarts had been built in a shed owned by Neil, but needing his own premises, Lidgard bought an industrial section in Cartwright Road, Glen Eden. Cottrell helped Lidgard build the shed there, during which time he was offered a 20% share in John Lidgard Yachts Co Ltd. Lidgard's wife, the late Heather, held a 20% share, with Lidgard holding the 60% balance.

This was a shrewd move on Lidgard's part; it ensured Cottrell had a stake in the business, which became especially important later on when Lidgard took off sailing. They each had their areas of expertise.

"I was the foreman and ran the shop floor, while John spent most of his time in the office designing. After John taught me

Looking for a change of scene in 1960, Cottrell decided to get into boatbuilding professionally.

WINSTONE LTD
218
WINSTONE LTD
ROOFING SERVICE
PHONE 34.200

ABOVE Examples of Cottrell's finely-crafted lathe work.

to do lofting, I did all that, we lofted every boat at Lidgards."

Over the next 20 years, a steady stream of timber boats emerged from the Cartwright Rd shed: yachts such as *Takiri*, *Taonui, Renegade, Runaway, Demijohn, XYZ, Imp, Brer Fox, Spero, Result* and many others. Most were designed by Lidgard and often generated sister yachts. For example, Cottrell recalls building close to a dozen Takiris and half a dozen Imps. There were also many launches.

Another significant achievement was the number of apprentices that Cottrell trained who later carved out their own careers in the marine industry. Several have previously featured in this column, for example, Keith Eade, John Hughes and Bill Upfold. Others included Nigel Armitage, Tim Cant, Dan Kamphius, Chris Lovegrove, David Miller and Peter Webster, all of whom also did well in the industry. It's widely considered that more successful tradesmen came out of Lidgard's operation than any other boatbuilder in Auckland.

As foreman, Cottrell had the day-to-day responsibility for their training.

"We'd take on an apprentice nearly every year. When they started as 15-year-old kids, they'd need guidance and sometimes a bit of growling to keep them on the right track. I became a sort of father figure to them. And when they come out of their time, if they're no good, it reflects on you. So, I ensured they worked properly and growled at them if they didn't. There were very fine tradesmen that came out of that factory, like Keith [Eade]."

Eade had been the second apprentice to start at Lidgards and speaks highly of Cottrell's guidance, work ethic and woodworking abilities. The pair, who share a love of timber lathe work, remain close friends to this day.

As an aside, the ex-Lidgard apprentices have held periodic reunions, the last one in 2019 at the Te Atatu Boating Club.

Besides training the apprentices, Cottrell minded the shop whenever Lidgard was away sailing or racing. Sometimes this was for months at a time and once for nearly a year. With the shed only capable of holding two boats, it took juggling and thinking ahead to keep it full and the staff fully employed.

One of the last apprentices Cottrell trained was Lidgard's eldest son Kevin and, when he finished his apprenticeship around 1979, Lidgard wanted to bring him into the business.

BELOW Cottrell's self-designed and built launch *Magnum*.

TANNER
MACHINES

> “We’d take on an apprentice nearly every year. When they started as 15-year-old kids, they’d need guidance...”

At Lidgard’s request, Cottrell relinquished his 20% shareholding in the company for a modest sum. Realising that Lidgard also wanted to bring his second son Duthie into the business, he decided it was time to leave. There were no hard feelings;

“Blood’s thicker than water, and I understood that. I’d had 20 years with John, and we never really had an argument, we got on very well.”

Cottrell was very friendly with boatbuilder Basil Pollock, another West Auckland boatbuilder, who trading as Fibreglass Enterprises, was building GRP Genesis 34s, designed by Eade around 1972. Pollock offered Cottrell, now trading as Dan Cottrell Boats, a corner of his factory and commissions to finish off two Genesis hulls with timber decks, cabins and interiors. Boatbuilders Hughes and Webster left Lidgards to come with Cottrell, as did several clients. Cottrell soon got another commission for an Eade-designed, 12m launch.

This highly promising start didn’t last long. In June 1979, the late Robert Muldoon announced an immediate implementation of a 20% sales tax on boats, caravans and pottery.

“The boat [caravan and pottery] tax was the stupidest tax ever implemented in New Zealand,” then-Associate Minister of Finance and Minister of Customs Hugh Templeton told this writer a few years ago. No argument there.

Like most of the industry, Cottrell’s fledging boat-building business was devastated.

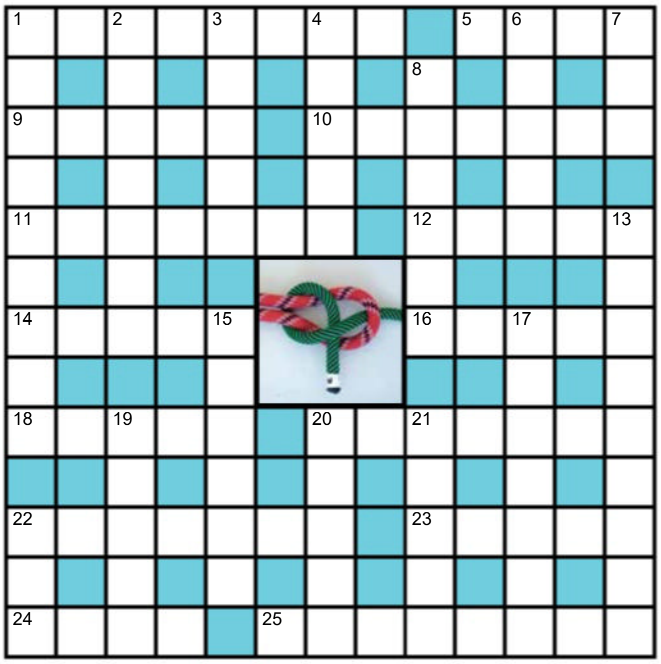
“I had three or four guys working for me, we had three boats underway – two Genesis and a 12m launch – and the next day, both Genesis owners took their boats away.”

While Cottrell got to complete the 12m hull and close it in, its owner then took it away to finish it off at home. This

crossword

BY PAM HUTTON

Puzzle no.306



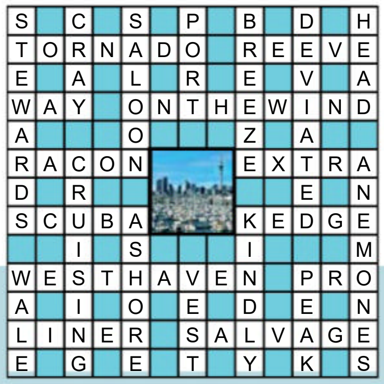
© Pam Hutton 2023   www.puzzlebeetle.co.nz

Across

1. Parts of ocean near equator where calms and light winds prevail (8)
5. Yacht ____ – group of fellow sailors (4)
9. Shore where land meets sea (5)
10. Eel-like aquatic creature with sucking mouth and rasping tongue (7)
11. Scoops used for removing water from boat (7)
12. Follows skipper’s orders (5)
14. _____ of attack – space between chord line of sail and relative wind direction (5)
16. _____–Visby Rules – rules for international carriage of cargo by sea (5)
18. Scuba enthusiast (5)
20. Sea _____ – mythical dragon-like marine monster (7)
22. Ballast helps to _____ vessel and keep it stable (7)
23. How you feel watching evenly-matched America’s Cup race? (5)
24. Circles that are spliced or tied on ends of lines (4)
25. Not anchored or attached to pier (8)

Down

1. Extension attached to back of boat (9)
2. _____ marks – unlit navigational aids for use during daytime (7)
3. Make line to dock more secure, eg (5)
4. Stone breakwaters extending into sea (5)
6. Sail _____ – sail with wind abaft beam (5)
7. Place offering sheltered anchorage (3)
8. _____ sea – condition that ensures calm sailing! (6)
13. Nautical knot in photo (5,4)
15. Short line used to fasten upper corners of sail to yard (6)
17. Looking like you’re feeling more seasick, maybe (7)
19. Device for controlling flow of air into inflatable boat (5)
20. _____ post – upright support to which boat rudder is attached (5)
21. Sail area/displacement _____– calculation to measure boat’s performance (5)
22. Piece of wood bolted to bowsprit through which stay is threaded (3)



S		C		S		P		B		D		H
T	O	R	N	A	D	O		R	E	E	V	E
E		A		L		R		E		V		A
W	A	Y		O	N	T	H	E	W	I	N	D
A				O				Z		A		
R	A	C	O	N				E	X	T	R	A
D		R								E		N
S	C	U	B	A				K	E	D	G	E
		I		S				I				M
W	E	S	T	H	A	V	E	N		P	R	O
A		I		O		E		D		E		N
L	I	N	E	R		S	A	L	V	A	G	E
E		G		E		T		Y		K		S

Puzzle no.305

Mystery photo: Westhaven (Marina)

BELOW Cottrell's substantial cast iron lathe is mounted on a solid timber frame.

became *Outreach*. Cottrell was left with one employee, Chris Lovegrove, and the pair were kept busy for a few months with an insurance repair job. After this, Cottrell became a sole trader and, over the next five years, survived mostly on repairs and maintenance, which were exempt from the Boat Tax.

Things improved after 1983 when the late David Lange's incoming government replaced the discriminatory Boat Tax with a blanket GST Tax on all goods and services.

Commissions for new boats began reappearing. Around 1985, Cottrell built two new boats in a then-new GRP system, C-Flex. One of these was for Pollock, an aft cabin Genesis, the other being a 10.4m launch to his own design. Cottrell used fairly fine forward sections and no planing strake to avoid the noise of chines slapping at night. *Magnum* became the Cottrell family launch for the next 20 years.

In fact, this was the second launch Cottrell had designed and built. The first, which he designed and built in the early 1970s was the nine-metre, double-diagonal kauri *Nerayle*. Originally powered by a 100hp Ford, Cottrell later repowered her with a Ford 180hp turbo engine lifting her performance to 21 knots. Compass Yachts took a mould from this hull and, with a slight modification to the sheer by Harry Jorgenson, produced several – no one is sure how many – in GRP as the Compass 30.

Another new boat Cottrell built was the late Laurie Davidson-designed *Snow White II*, to replace the original *Snow White,* lost to a whale strike.

In 1983, Cottrell built two Gary Mull designed 9.5m keelers, including *Chisco* for Lyn Carmichael, which Pollock later brought into production as the Mull 31. Fourteen were eventually sold, including one to Australia.

Cottrell built a couple of launch interiors, plus built a hull and decks of a 15m Upfold launch, later named *Westpoint*. This was a joint building project with Upfold and his team. Most of these commissions were done from client sheds or factories. When new work dried up, Cottrell kept himself busy with repair, restoration and maintenance work, mostly done afloat on marina berths.

In the early 1990s, he and his son Danny built a new house for himself, where he continues to reside today. He continued his boatbuilding repair business, albeit a little more slowly, until 2011, when he finally retired aged 80.

Sadly, Robyn died three years ago, and now aged 91, Cottrell lives alone. However, in terms of family, he's a wealthy man. He and Robyn's four children have produced nine grandchildren and nine great-grandchildren, whom he sees regularly.

Cottrell's West Auckland home is as neat as a pin, with nary a speck of dust to be seen. The downstairs workshop, with its array of elderly cast-iron tools, would delight any woodworker, the massive lathe being totally at odds with the delicate turnings Cottrell creates.

"I'm down here every morning, no point in sitting around feeling sorry for myself. I like to stay busy."

Cottrell's house is full of his woodworking efforts – sculptures, kitchen utensils, goblets, servings boards, salt and pepper shakers and avant-garde freehand carvings. His memory is as sharp as a tack, and he's articulate, unassuming, and has little bad to say about anyone.

Dan Cottrell, boatbuilder, trainer and all round good bloke – your skills, abilities and attitudes will live on for a very long time in the boats you built and the people you trained. BNZ

PHOTOS COURTESY Dan Cottrell and John Macfarlane

BOATINGNZ.CO.NZ

DUFOUR | 470
AVAILABLE FOR IMMEDIATE SALE
BOOK YOUR INSPECTION TODAY
DUFOUR 470
DUFOUR
32 | 37 | 390 | 470 | 530 | 56 | 61

Dominic Lowe: +64 (0) 21 426 600
Head Office: +61 (0) 7 5452 5164

T Y S CO.
THE YACHT SALES CO.

info@yachtsalesco.com
yachtsalesco.com

PRAISE FOR THE TRAILER-SAILER

The humble trailer-sailer once made up a significant segment of the New Zealand boating market.

In the 1960s plywood-based 'self-build' designs like the Hartley 16 gave way to GRP production boats such as Noelex, Farr and Davidson, but various factors such as tax changes and the development of reliable, fuel-efficient outboards cut into their popularity from the 1980s.

There are still plenty of second-hand examples out there, and with the cost of petrol now, even the grumpiest of Southern Men are wincing at the pumps as they fill up the family heirloom Hamilton for a 20-gallon (91-litre) afternoon blast. So, could the trailer-sailer make a comeback?

A trailer-sailer with auxiliary outboard will get you out on the water, and hopefully once there, ownership costs should be less than a powerboat of equivalent volume. Sailboats carry more interior volume for their length, so overnight trips are easy. TradeMe should reveal a fair spread of sub-8m boats with prices from $5K to $15K. Sure, a set of sails isn't cheap, but with gentle use and good care they can last tens of seasons (unless you catch the racing bug, in which case there is no hope of sticking to a budget!). Twenty litres of petrol might last you half a season if you keep the white flappy things up.

There is of course, the 'romance of sail'. Once out on the water, you can potter along in relative quiet, enjoying meaningful family conversations ("Did you bring the sunscreen?") and feelings of superiority over those noisy wakeboard boats full of

feature

Trailer yachts

WORDS AND PHOTOGRAPHY
BY **CHRIS BARKER**

OPPOSITE Trailer-sailers are still great boats for families.

BELOW The writer's refurbished Sea Nymph Farr 6000 *Chelsea* at home on Lake Wanaka.

ABOVE & OPPOSITE *Chelsea* needed a bit of a tidy up, but nothing too major. Practise stepping the mast beforehand be sure to allow yourself sufficient time when launching for the first time.

builders and their dogs, all shouting at each other over the ACDC/ Top Gun 'Doof Doof' banging out from their rack-mounted speakers as they scream past. You will understand that, as with life, it is the journey that is to be savoured, rather than the destination.

Certainly, ownership will teach you humility. Getting the mast up is a family/team-building exercise that provides hours of entertainment for everyone else at the boat ramp – think of it as your community service. You can troll under sail or power, or use

A trailer-sailer with auxiliary outboard will get you out on the water…

EPROPULSION

PORTABLE AND LONG-RANGE OUTBOARD MOTOR

Spirit 1.0 Plus 3HP 1kW
Electric Outboard Motor

Sizes: Extra short, short, long
Weight: Under 20kg
Power: 1kW
Battery Size: 1270wh
Running Time: 5hours*
* Running time at economical speed

EVOCEAN ELECTRIC POWER & PROPULSION

WWW.EVOCEAN.CO.NZ

the wind to propel yourself along to the fishing spots that your mates have already got to in their 30-knot buzzboats, assessed, then phoned you to let you know whether they're worth going to or not. You can also organise *quid pro quo* with the ski-boat owners for the kids' water-skiing sessions – or just send the kids on ahead in their mates' parents' powerboat. Bliss.

With a sub-$10K budget, I started trawling the usual channels of Facebook and TradeMe. Considerations were condition, cost, location, condition, and hull material. After a few dalliances with plywood and distance, including a John Wellsford and a Davidson 20, I found a Farr 6000 locally. The Farr 6000 was a 1970s design built by Sea Nymph Boats in Auckland, featuring a high-volume hull, fractional rig, and useful 'pop-top' hatch which gives standing headroom in the (classic, brown cloth-trimmed) cabin.

As with all older vessels, upgrades will be required – particularly to the trailer, especially if it's been sitting for any time. In my case, a new set of LC radial tyres replaced the original

S P A C E S H I P
Introducing the DE MEY 60

The fabulous sightlines and expansive glass give you incredible views. Offering superior space with four cabins and three living areas, carbon fibre construction, and centreline helm station. The new DE MEY 60 is truly out of this world.

+64 7 281 0078 | nicdemeyyachts.com

DEMEY
YACHTS

LEFT What's not to like? The pop-top adds useability by allowing you to stand in the cabin.

BELOW With a trailer-sailer you have a choice of waters to sample – simply hitch up and go.

> The hull received a polish, wax, a few touch-ups, and then she was ready to go into the water.

cracked cross-plies, bearings were repacked, and a new safety chain, jockey wheel and associated bolts and shackles were added.

Compared to their full-time water brethren, trailer-sailer rigs probably get less overall exposure to the elements, but repeated mast stepping and unstepping can be unkind to rigging wires, bottlescrews, etc., so standing rigging needs close inspection. I re-sealed the window edges and attended to various gel coat chips once I had the boat home.

Even before I found the boat, I'd been Googling away, researching my primary possible choices. There is a plethora of advice out there, particularly among the Facebook Owners Associations; many have gone through the buying process before you, and are only too willing to share their tips and experience. There might even be someone local who can help with an inspection – never be afraid to ask.

A good clean of the interior revealed a complete set of 1970s New Zealand cookware, some 'interesting' flares, and well preserved 1980s newspapers lining the lockers. The hull received a polish, some wax, a few touch-ups, and then she was ready to go into the water.

There is a fair bit that cannot be assessed until the rig is up and the boat is in the water, so a leisurely launch with little fanfare is desirable, followed by a full day of testing. A test mast-stepping at home is very much recommended, just to iron out some kinks. Take lots of pictures, and write a list – there's going to be some changes you'll want to make after that first sail. In ours it was case fitting a bilge pump, a solar panel with USB ports, and some outboard bracket tweaks.

Mast-stepping and unstepping can be a bit of a faff if you are just planning an afternoon sail, but joining a club with a slip should mean you can leave the boat ready to go by the water, or hire a temporary mooring for the season.

Club racing? Visiting other lakes? Why not? It's a versatile bit of kit, and you'll stand out from the crowd wherever you go – just get that mast-stepping business down to 30 seconds! BNZ

SCAN ME

WHATEVER YOU THOUGHT YOU
KNEW ABOUT PONTOON BOATS,

...THINK AGAIN!

UNMATCHED REFINEMENT
UNPARALELLED PERFORMANCE

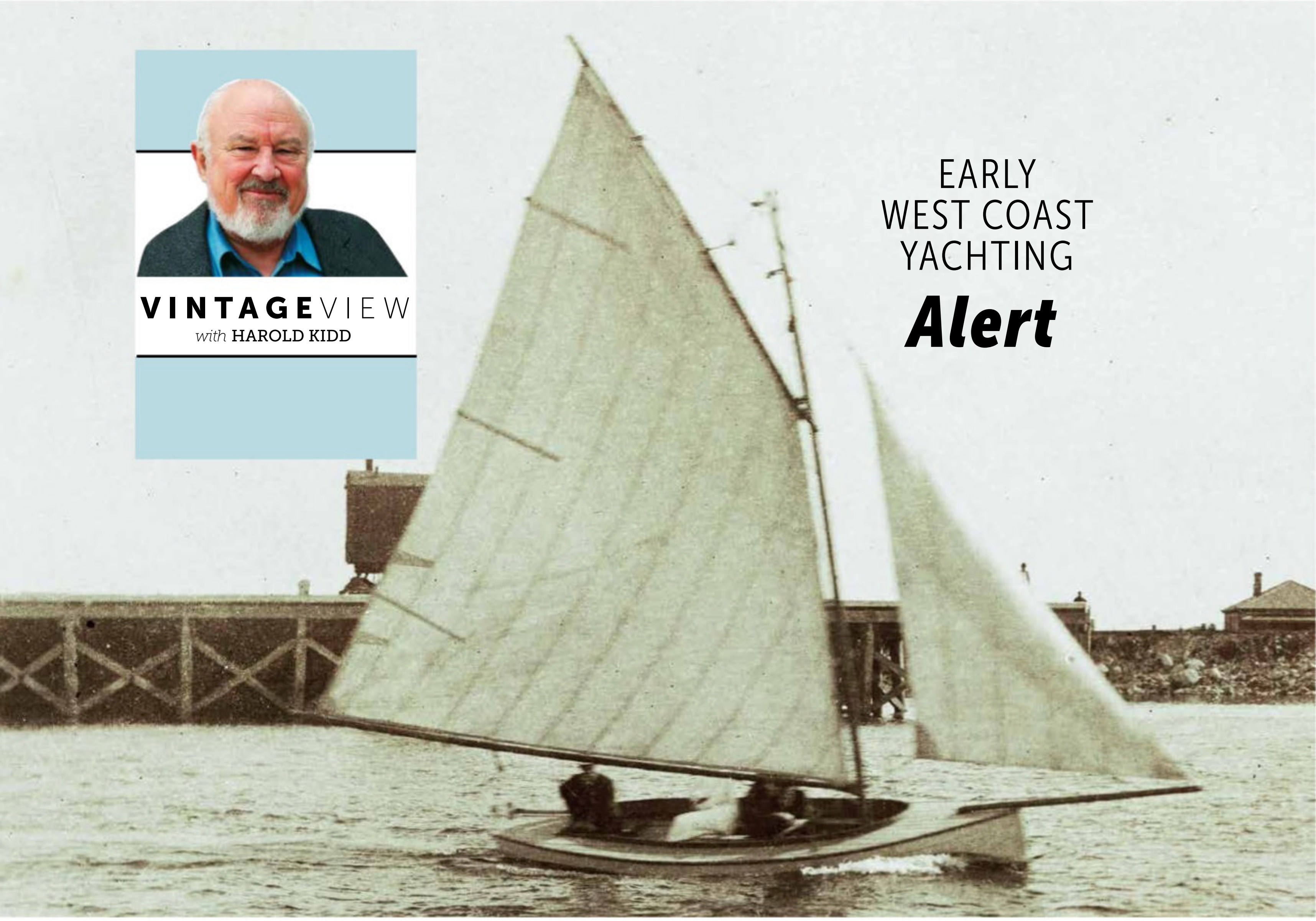
STABILITY, PERFORMANCE & COMFORT

Introducing the All-New 2023 Bennington Luxury & Performance Boats with four different model series to choose from - Q, R, L & S

- From 16 to 30 foot
- Single or Twin Outboard engines
- Up to 900HP

BENNINGTON
LUXURY PERFORMANCE BOATS

www.benningtonmarine.co.nz
info.marine@polaris.com



VINTAGEVIEW

with HAROLD KIDD

EARLY WEST COAST YACHTING *Alert*

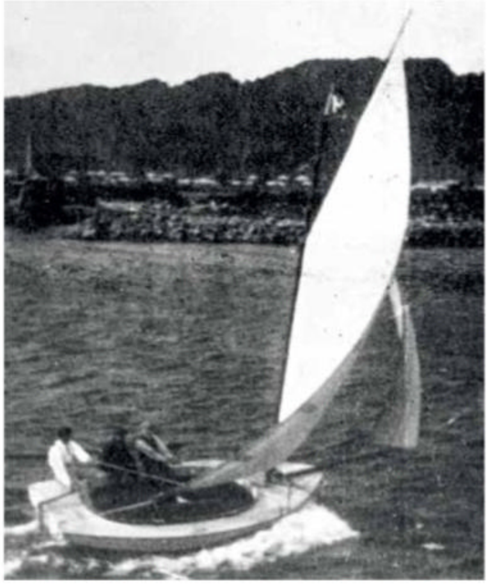
By the early years of the 20th century the coal ports, Westport and Greymouth, had developed an active yachting scene which grew out of Gold Rush rowing and sculling regattas put on to provide the West Coast miners with another opportunity for betting on top of the local horse races.

In Greymouth, Westport and at Moana on Lake Brunner, a core of competent centreboard yachts were racing by 1903. These centre-boarders occasionally escaped the obstacles of the river bars in 'Ocean Races' or 'Ten Mile Races' and went out into the rollers of the Tasman, often a hazardous undertaking because of the freakish bar conditions and the rough waters outside in the prevailing westerlies. However, the bulk of their racing was done on the Buller River at Westport and the Grey River at Greymouth which were just wide enough to provide reasonable sailing.

Moana on Lake Brunner, inland between Hokitika and Greymouth, became a favourite venue, especially at its annual regatta. Because Moana had its own railway station, many Greymouth and Moana yachts did a circuit between the two venues and regattas by train. The railway connection to the Westport network did not come about until the 1940s so Westport boats had to be shipped by coastal steamer to Greymouth.

ABOVE *Alert* sailing in Greymouth.

LEFT The silverware *Alert* won in 1912.



CLOCKWISE FROM TOP LEFT The entrance to the Grey River.

Andrew Steel.

Alert racing with three up.

Andrew Steel, at rear, on the launch *Arahi* at Islington Bay in the 1940s.

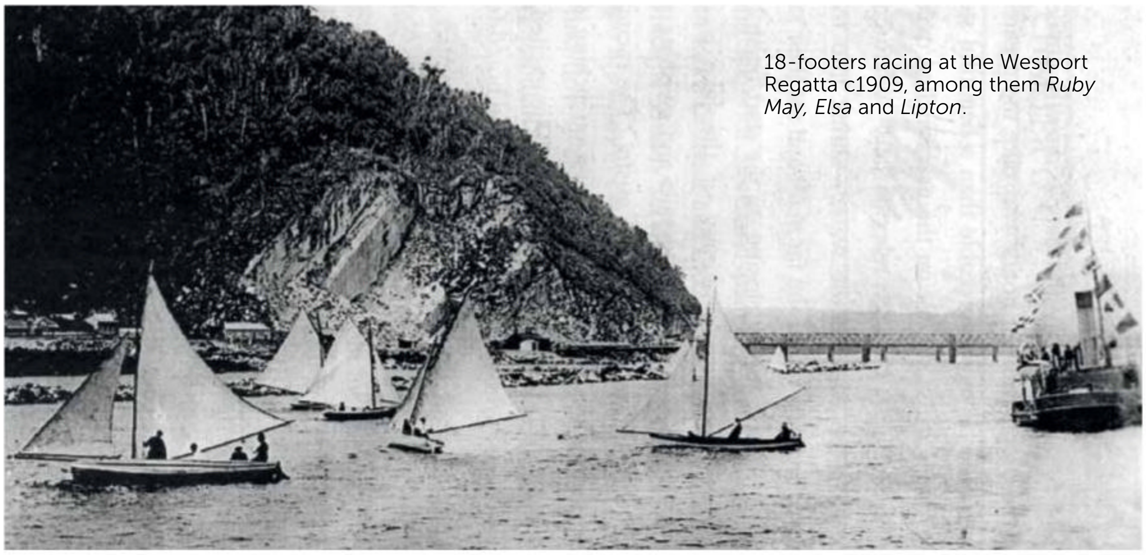
The first Greymouth Regatta for many years was held in December 1903. There was a fleet of 22 centreboard yachts in two classes, First Class open length, and Second Class 18ft and under. A big contingent arrived by train from Lake Brunner. The wharves were cleared of railway wagons and provided excellent grandstands for the many spectators. In 1904 there was another Greymouth Regatta with as many starters. Yacht racing was now established on the West Coast.

A Westport Regatta was planned for December 1907 with total prizemoney of £140. The top yacht in Westport at the time was the newly-arrived *Mohawk*. This 22ft patiki-type was built by Bailey & Lowe in Auckland in September 1906 for Napier yachtsman W.H. Stevens. After racing her in Auckland with several firsts for the season, Stevens sold her to A. A. Wilson, the Crown Prosecutor in Westport. With her Auckland pedigree, *Mohawk* was clearly the hottest boat on the West Coast, but something of a handful in the confined Buller River where it was difficult for her to stretch out.

The Greymouth Sailing Club was formed in October 1908 to hold regular races on top of the Annual Regatta. Typically, there was a decent fleet of around 12 entries, the mainstays being *Ruby May, Irene, Lipton, Spray, Secret, May, Rambler, Briseis, Preston, Myra, Glance, Thistle, Elsa* and *Torea,* mostly locally built wine-glass stern open boats. The top boats were probably J S Robertson's *Irene* in the First Class and Capt. McPherson's *Lipton* in the Second Class.

Greymouth yachtsman Andrew William Steel was born in October 1886, the son of Andrew Steel, a carpenter and a member of the local Naval Volunteers. Andrew senior died in 1892. Although born profoundly deaf, young Andrew became a highly competent cabinet-maker. In the winter of 1909, he joined with 20-year-old Clarence George Moss in building *Alert*, a smart centreboard yacht, to dominate the Second Class racing in Greymouth and, with a handicap advantage, to challenge Westport's *Mohawk.* She had her first sail on November 9, 1909.

One can only guess at the origins of her design, but *Alert* was a very pretty yacht, of noticeably more advanced design and rig than the local yachts. Her loa was 17ft 5ins and she had a generous beam of 7ft 6in. She was 'half-decked', open, but with forward and side decks. Her rig was a gaff sloop, small enough to be able to be handled by a crew of two in the light but efficient, with a high aspect ratio for the time. I think that Andrew, as a cabinet-maker, instinctively built the structure of the yacht as light and as strong as the materials available would permit. He probably built her out of kaikawaka, a strong, light cedar which has since been favoured by South Island



18-footers racing at the Westport Regatta c1909, among them *Ruby May, Elsa* and *Lipton*.

ABOVE AND RIGHT *Alert's* Moana Regatta Cup today.

FAR RIGHT Andrew Steel receiving his award from Sir Dove-Meyer Robinson.

boatbuilders like Joffre Kroening, the legendary Greymouth Idle Along builder from the 1930s.

Alert's first races were in the Greymouth Regatta on December 27, 1909 in both the First-Class race on a handicap of five minutes and in the Second-Class race on a handicap of two minutes 30 seconds in which she came second to Ford and Hutchings' *Ruby May* on a longer handicap. Alert took part in the Greymouth Sailing Club's races from then on.

In early February 1910, in the 10 mile 'Deep Sea Race', outside in the Tasman, *Alert* was sailed by a crack skipper, "Mr. Freyberg, formerly of Wellington, [see SIDEBAR] who availed himself of every current and the westerly breeze, while most of the other boats got too far towards the south-west and could not command a return breeze. The *Alert* made the buoy in two hours, while most of the other competitors got into a southerly set from which they could not recover ……" The only other boat that was able to make the buoy was the *Lipton* which had started at scratch.

Steel and Moss got *Alert* into top form at the 1910 Greymouth Regatta on Boxing Day 1910. In the First-Class Sailing race for "Ten Sovereigns and the Doctors' and Dentists' Challenge Cup, value four guineas" over six miles against the fancied *Rose* from

JUICE
LITHIUM BATTERY
by enertec

Endless Power

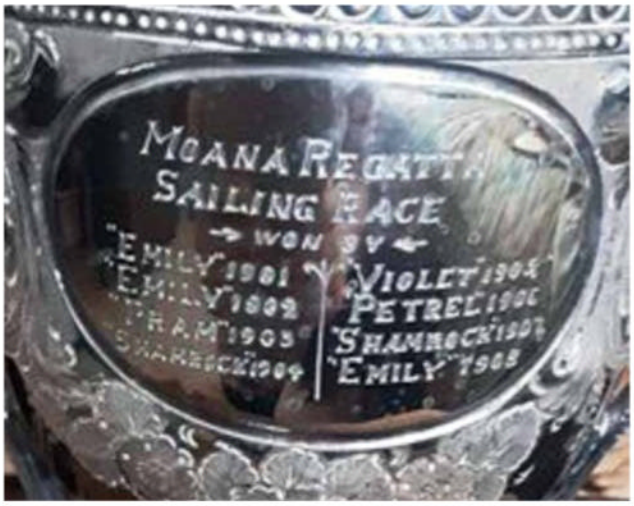
Juice Lithium Ion Batteries,
revolutionising energy storage

House Battery
90%
13.8V
55.0A
JUICE
JUICE LITHIUM BATTERY

Product of New Zealand

5G Miro Place, Albany, Auckland, New Zealand
p. 09 414 4730 I info@enertec.net.nz I www.enertecmarine.com

enertec marine & rv
electrical specialists


MOANA REGATTA
SAILING RACE
WON BY
"EMILY" 1901
"EMILY" 1902
"PRAM" 1903
"SHAMROCK" 1904
"VIOLET" 1905
"PETREL" 1906
"SHAMROCK" 1907
"EMILY" 1908

Westport, *Alert* came in first. She repeated the win in the Second Class race for Five Pounds and a cup (12 starters), winning easily with two minutes to spare. Not a bad haul in one day, for the cash value of the prizes is now equivalent to $5,500 and the 10 sovereigns alone are now worth $8,000!

Alert became increasingly dominant as time went by, winning most races in Greymouth and Lake Brunner easily. She won the Ocean Race in February 1911 by over 30 minutes in the long green swells coming in from the south-west and a "nasty jobble" over the bar. All the competitors later agreed that these races were too dangerous and should be abolished.

Alert first met *Mohawk* at the Westport Regatta on December 26-30, 1911. *Mohawk* had had little opportunity for racing so the

> *Alert* became increasingly dominant as time went by, winning most races in Greymouth and Lake Brunner easily.

SINGLE OR TWIN-ENGINE CONFIGURATIONS

TWO LAYOUT OPTIONS FEATURING 3 CABINS

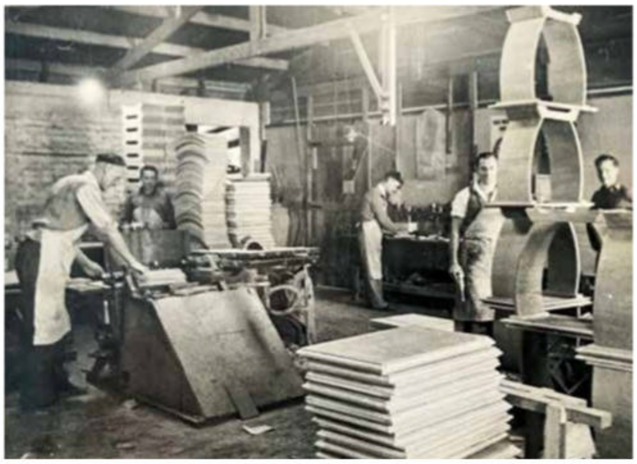
ELITE AT43

PROUDLY NZ MADE

Call now to view. Nigel 021 174 1574
nigel@allantongsboatbuilders.co.nz
www.**allantongsboatbuilders**.co.nz

ALLAN TONGS BOATBUILDERS

Elite



WHICH FREYBERG?

There were three Freyberg brothers who were prominent in Wellington yachting at the time, Oscar, Paul and Bernard (later Lord Freyberg). The Freyberg on *Alert* was in Greymouth at the time competing in swimming events against Clarence Moss' brother Eric. The youngest Freyberg, Bernard, was studying to be a dentist in Wellington in February 1910 and was N.Z. 100 yards swimming champion and also had a lot of experience in the brothers' 14ft centre-boarder *Moana*. Paul was working as a law clerk in Wellington. *Alert* later featured in *New Zealand Yachtsman* magazine for which Paul later wrote as "Boat 'Arbour Bill." Oscar was a journalist in Wellington but also a competitive swimmer. So was the Freyberg on *Alert* Bernard, Paul or Oscar? I think it was Bernard.

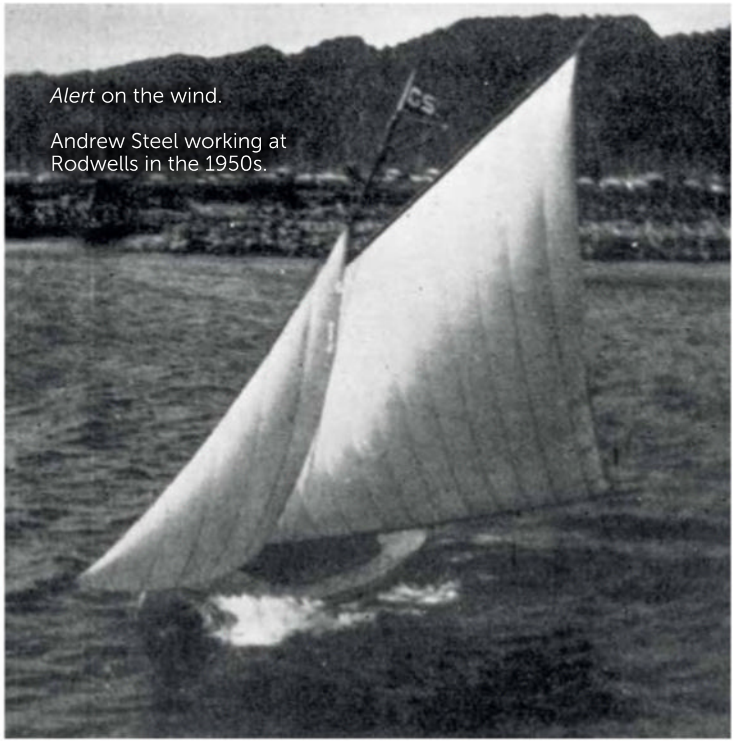
contest was eagerly awaited. In the Three Mile race *Alert* came in first, ahead of *Mohawk*. In the Six Mile race, for prize money of £15 for first and £5 for second, the positions were reversed. Going into the Moana Regatta on Lake Brunner on January 5, 1912 there was an extra train from Greymouth and return at excursion fares. *Mohawk* was entered but did not arrive. In the outcome, *Alert* won both the First-Class sailing race on a handicap of six seconds and the Second-Class race on scratch.

The *Grey River Argus* now remarked, "*Alert*'s performances are as follows; Regatta races (12), seven firsts, three seconds, one third, one fourth. All regatta races were sailed by Mr J. Fitzsimmons. Greymouth Sailing Club's races (17), seven firsts, one second, two thirds, three fourths, four not placed...... three doubles, viz Greymouth December 1910, Lake Brunner, January 1911 and 1912." By then she had won £90 in cash since she was launched.

Andrew Steel built a 22ft launch, *Nita*, for H.S. Scrivener which had its maiden voyage to Westport and back in January 1912.

Alert was Greymouth Sailing Club Champion in 1911 and in the Championship race in March 1912, she "simply played with her two opponents, winning as she liked."

Mohawk, touted as "without doubt the finest yacht on the West Coast", did come down for the Greymouth Regatta on Boxing Day 1912. But *Ruby May* showed remarkable form on the day, winning both First and Second Class races handsomely on a longish handicap. *Mohawk* trailed in fifth in the First-Class race, followed by *Alert* in sixth.



Alert on the wind.

Andrew Steel working at Rodwells in the 1950s.

Sailed by J. Fitzsimmons, who had the helm in most regattas, *Alert* again won both the First Class and Second Class races at the Moana Regatta in January 1913. Clarence Moss had now bought Andrew Steel's interest in the yacht. His father, George Thomas Moss, presented a trophy for the winner of the First Class race. Clarence sportingly presented it to W. Hornsby, the second-place getter with his yacht *Emily*.

After this race, *Alert*'s winning streak tailed off. The new boat *Comet*, built and raced by the Beckett brothers of Cobden, was season champion with the Greymouth Sailing Club (now the Greymouth Aquatic Club). *Mohawk* was entered for the 1914 Greymouth Regatta but did not appear. The war news was becoming progressively grim.

In December 1914 Clarence sold *Alert* to Charles Hornsby of Lake Brunner who had raced *Tui* since 1906. She now became undisputed champion of the lake. On 1st April 1917 *Alert* and two other boats, *Irene* and *Foam*, were out on the lake when they were struck by a sudden heavy squall. All three yachts capsized. By the time launches got to *Alert*, Hornsby and his crewman Emil Nybery were dead. *Alert* was hauled up in a shed and never sailed again. In 1941 her rig was put into an Idle Along hull.

Andrew Steel had already moved to Auckland where he worked as a cabinet-maker with W. Rodwell in Grey Lynn. Being deaf, he was exempt from military duty. He married Elizabeth Ann Hamilton in 1916. They had three daughters, Annie Joan (1917), Mona Mary (1919) and Phyllis Dawn (1921). Andrew became prominent in affairs of the deaf, receiving an award for his services. Andrew died in 1963.

Clarence Moss went overseas with the 20th Reinforcements but survived the war, returning to New Zealand in late 1919. He married Constance Hopkins in 1920. They had a daughter Clarice in 1922. Clarence died in 1981.

The story of *Alert* is one of skill, courage and sportsmanship at a time when New Zealand was inventing itself as a nation. BNZ

A SPECIAL THANKS TO Andrew Steel's grandson, Alex Dunlop, for providing the family story and images.

BOATINGNZ.CO.NZ

CIMOLAI
Technology
Cleopatra
MBH 50
MAX 50 T.
Cleopatra marina
Wave Runner

THE MARINA

Classifieds | Brokerage | Directory

36 Degrees Brokers
Barker Business Brokers
Busfield Marine Brokers
Caribbean Boats
Elite Marine
Eyachts
Flagship Marine
Laurie Collins Westhaven
Orakei Marine
Pinnacle Marine
Ray White Marine NZ
Sasga Yachts NZ
Tauranga Boat Sales
The Marina Brokerage
The Yacht Sales Co.
Vining Marine Nelson
Vining Marine North

ORAKEI
MARINE

VIEW AT ORAKEI MARINA

2023 JEANNEAU NC 37 **$899,000**

This brand-new NC 37 is available now, view at Orakei Marina! Perfect for our conditions with Twin Volvo 270HP Diesel engines.
Jason Snashall - 021 929 592

MUST-SEE!

PRESTIGE 500 **$1,350,000**

Loaded with features and spacious living areas, this vessel is perfect for entertaining friends and family. An absolute must-see!
Scott Oldfield - 021 799 794

JEANNEAU 64 **$1,795,000**

Impeccably maintained one-owner yacht in as-new condition with an extensive list of extras. View now in Auckland!
Jason Snashall - 021 929 592

LAGOON 410 S2 **$499,000**

This beautiful owner's version with 3 cabins is a breeze to sail all around the Hauraki Gulf, the Great Barrier, and beyond.
Drew Blair - 021 288 7555

AZIMUT 85 **$2,300,000**

Next-level yachting style and comfort with ample living space, a very generous fly bridge, and a Jacuzzi on the aft fly.
Jason Snashall - 021 929 592

AVAILABLE NOW

JEANNEAU NC 37 - 1/6TH SHARE **$179,000**

As a 1/6th syndication, you will get 58 days per year and unlimited short notice days to enjoy! Get your slice of paradise.
Jason Snashall - 021 929 592

☎ 09 524 8444 ✉ sales@orakeimarine.co.nz 🌐 orakeimarine.co.nz

PRESTIGE®

LUXURY MOTOR YACHTS

AS SEEN AT THE AUCKLAND BOAT SHOW

PRESTIGE 520 | 460S | 420

Exceptional Yachts to Live Your Dream!

These stunning Prestige Yachts were the stars of our display at the Auckland Boat Show this year! The brand new Prestige 520, the Prestige 460S making her debut in New Zealand, and the award-winning Prestige 420 all offer an elegant home on the sea with personalised features and the right size to suit your needs.

For more information contact Orakei Marine.

ORAKEI
MARINE

☎ 09 524 8444
✉ sales@orakeimarine.co.nz
🌐 orakeimarine.co.nz

Prestige F & S Line

420 | 420S | 460 | **460S** | **520** | 520S | 590 | 590S | 690

Ray White
MARINE NZ

LATEST LISTINGS

2017 Pershing 62

$3,695,000 ono

Gary Bourke 021 352 911

2019 Azimut 55 Fly

$2,950,000

Al White 027 359 3040

2020 Azimut Atlantis 45

$1,600,000 ono

Al White 027 359 3040

2021 M/Y Isla

$6,900,000

Al White 027 359 3040

S/Y Yonder Star

$1,250,000

Al White 027 359 3040

Dufour 520 Grand Large

$835,000 +GST(If any)

Al White 027 359 3040 *sold as going concern

info.nz@raywhitemarine.com | 09 283 0020 | raywhitemarine.co.nz | 132 Halsey Street, Wynyard Quarter

RayWhite®
MARINE NZ

FERRETTIYACHTS

Introducing INFYNITO 90

Inspired by explorer vessels, InFYnito 90 is the first model in a new range of Ferretti Yachts. Offering a staggering 140 square meters of interior living space and a cruising range of 1200 miles at 12 knots and a top speed of 22 knots. The fully enclosed sky lounge makes for comfortable year round cruising and entertaining.

PERSHING

5X: 50 feet of pure excellence

Riva

RIVAMARE: Redefining luxury on the water

Ray White Marine is the exclusive distributor for the Ferretti Group in Australia & New Zealand

FERRETTIYACHTS PERSHING itama Riva CUSTOM LINE

WOULD YOU RATHER BE
WORKING OR LIVING?

Talk to us about freeing up your time and capital.
We sell businesses from $500,000 to $500 million.

FREEPHONE: 0800 SELL BIZ
email: info@barkerbusiness.co.nz
www.barkerbusiness.co.nz

barkerbusinessbrokerage
BUSINESS SALES WITH INTEGRITY
Barker Business Brokerage Limited • Real Estate Authority (REA 2008)

AXOPAR 25
SEE MORE

DAY BOAT OR OVERNIGHTER

The Axopar 25 is the ideal dayboat with **overnight capability.** The **cuddy cabin** features a spacious berth and head, and the outside cockpit can be easily enclosed with clears. This lightweight, **trailerable** adventure boat is perfect for holidaying, either locally or beyond.

What can you do onboard? Wakeboarding, donuting, kneeboarding, fishing or cruising. With great **offshore handling** and high speeds over **40 knots**. When you're onboard an Axopar the world is your oyster.

START YOUR ADVENTURE LIMITED STOCK LEFT!

eyachts **Learn more at** eyachts.co.nz (09) 534 7196 boats@eyachts.co.nz **Office:** 2 Ara-Tai Road, Anchor Building, Unit B1, Half Moon Bay, Auckland

CARIBBEAN BOATS (NZ) LTD

- EXCLUSIVE NEW CARIBBEAN BOATS DEALER FOR NEW ZEALAND
- SECOND HAND BROKERAGE SERVICES
- VALUATIONS

CARIBBEAN 2400 (2022) ASKING $269,000

- Powered by 400hp Verado run about 30 hours, 450L fuel, 8m (LOA), 2.70m beam, drum winch 130m, Simrad electronics, Zipwake trim tabs, U-dek flooring, Premium trailer. *"Available for immediate delivery – Demonstrator boat".*

CARIBBEAN 2300 (2023) ASKING $248,000

- Powered by 300hp Yamaha USB2, 425L fuel, 7.84m (LOA), 2.50m beam, drum winch 130m, Simrad electronics, factory optioned up, Premium trailer. *"Available May 2023 – Brand new set-up stock boat".*

CARIBBEAN 24 FBSF (2015) ASKING $248,000

- Powered by 260hp V6 TDI diesel run, 900 hours, 2.70m beam, 8.40m (loa), 300L fuel, 100L water, game rigged, Simrad electronics, Zipwake trim tabs, lock up cabin. Dinette converts to bed, galley. Easy tow alloy trailer. *"Available for immediate delivery – NZ new – Superb condition".*

CARIBBEAN 49 FBC (2018) ASKING $1,500,000

- Powered by twin 715hp QSM11 Cummins, about 1000 hours, 13.5 kva Onan, Bow thruster, 3200L fuel, 900L water, enclosed FB, 3 cabins 2 bathrooms, 16.55m (loa) 4.88m beam, 165sq ft cockpit area, tender & crane, hyd commercial drum winch, Simrad electronics & night vision *"Available for immediate delivery"*

Recognised member NZmarine Industry Association

SECOND HAND BROKERAGE SERVICES – VALUATIONS – NEW CARIBBEAN PARTS & ACCESSORIES

www.caribbeanboats.co.nz – scott@caribbeanboats.co.nz

Scott White 027 279 6664

LIKE US ON FACEBOOK

themarinabrokerage
HALF MOON BAY , AUCKLAND

YACHT, LAUNCH & MARINA SALES

Beautifully Built

Custom Nat Benjamin 42' Ketch "Destiny" – USA Built in 2007. Cedar and GRP Hull. High Standard Build. Must be seen to be believed.
$450,000 **Brent Rubbo 021 945 152**

Sole Agency

Kauri Carvel 36' Bridgedecker "Compass Rose" – Classic design 1968. Twin Lees Marine 75hp shaft. Well maintained, marina option
$130,000 **Brent Rubbo 021 945 152**

Sole Agency

Altena 36 – Quality 1992 Dutch steel hull trawler. Same NZ owner for 20 years. Very economical cruise. Only been kept in fresh water.
$230,000 **Brent Rubbo 021 945 152**

Just Arrived NZ

Axopar 28 Cabin – New 2023 Stock Boat just arrived in Auckland April. Aft Cabin Model with Mercury 350hp Outboard. Dual Simrad 12" MFD's.
$374,000 **Office (09) 534 7196**

Sole Agency

Beneteau Sense 55 – 2013 3 double cabin high performance cruiser, highly spec'd. Spacious Cockpit, well maintained, 1 owner from new.
$799,000 **Stephen Baillie 021 481 500**

Sold

Integrity 380 Sedan – 2014 long range cruiser with many features. John Deere 225HP engine cruises comfortably at 8 knots all day. True turn key.
$669,000 **Stephen Baillie 021 481 500**

Recognised member
NZmarine
INDUSTRY ASSOCIATION

ABOUT THE MARINA BROKERAGE

Half Moon Bay Marina - 2 Ara-Tai, Anchor Building - Auckland 2012. Office (09) 534 7196 - sales@marinabrokerage.co.nz - www.marinabrokerage.co.nz

eyachts
escape the ordinary
GREENLINE
YACHTS
AXOPAR
RAND

BENETEAU
XCS Excess
OFFICIAL DEALERS

www.36degrees.nz

2004 | MUSTANG | 52

$460,000 NZD

Smartly configured & comfortable space | Great fishing vessel | Spacious galley
2 cabin layout | Large cockpit for entertaining | 2 x 450hp Caterpillar engines

2019 | BENETEAU | Gran Turismo 40

$790,000 NZD

High performance sports cruiser | 2 x Volvo D4 300hp | Opening sunroof
Entertainers cockpit | Hydraulic swim platform | Exceptionally maintained

1995 | HATTERAS | Sportfisher 65

$590,000 NZD

Offshore capable | Refurbished flybridge, galley, saloon & lounge
3 cabins | 2 x 1400hp Detroit engines | 18kts cruising, 30kts+ if needed

2006 | SCOTT ROBSON | 14M

$515,000 NZD

Economical | Great stability & seakeeping | 15 knot cruise speed | Shaft driven
Well equipped helm station | Light filled modern interior | 3 cabin

36 Degrees Brokers Auckland | Opua | Picton | Tahiti +64 9 903 1001 info@36degrees.nz **www.36degrees.nz**

NEW ZEALAND & THE SOUTH PACIFIC
BROKERAGE SPECIALISTS

36°
BROKERS

2007 | WARWICK | 48 $395,000 NZD

Built in NZ | Performance & cruising | Dual wheel system | Spacious cockpit
Large swim platform | 3 cabins | Fully decked out galley | Well-maintained

2006 | BAVARIA | 46 $290,000 NZD

Well equipped | Updated rigging and sails | Great condition
Dual helm | 3 cabin layout | Huge storage | Bow thruster

2006 | HANSE | 531 $399,000 NZD

Extremely comfortable | Offshore cruising in all climates | Spacious aft deck
Twin help stations | 3 cabin, 3 head layout | New rigging & mainsail (2020)

1974 | CREALOCK | 42 $375,000 NZD

Same owner since new | Blue water equipped | Safe & reliable | 2 cabins
Extensive electronics package | 2018 interior refit by Blair Boats

36 Degrees Brokers Auckland | Opua | Picton | Tahiti +64 9 903 1001 info@36degrees.nz **www.36degrees.nz**

R Marine Flagship - Home of

Contact R Marine Flagship to list your boat for sale.

RIVIERA 6000 SPORT YACHT 2018 Popular Model $3,200,000

RIVIERA 52 FLYBRIDGE 2019 No Compromise on Luxury $2,450,000

RIVIERA 5400 SPORT YACHT 2018 One Owner from New $2,195,000

RIVIERA 4600 SPORT YACHT 2023 New Release $2,160,000

ELITE 58 PILOT HOUSE 2006 Elite Elegance $1,750,000

PRESTIGE 520S 2018 Pristine Presentation $1,495,000

RIVIERA 5000 2012 Elegance Afloat $1,150,000

RIVIERA 47G2 2006 Three Cabin $930,000

R MARINE
Flagship

123 Westhaven Drive, St Marys Bay, Auckland, NZ

Riviera Luxury Motor Yachts

RIVIERA
LUXURY MOTOR YACHTS

We have clients waiting to purchase quality pre-loved motor yachts.

RIVIERA 4400 2008 **Immaculate Example** **$799,000**

OCEAN YACHTS 55 1990 **Intrepid Traveller** **$795,000**

RIVIERA 4700 SPORT YACHT 2007 **Entertainers Dream** **$789,000**

SEA RAY 44 2006 **Immaculate** **$650,000**

RIVIERA 38 2009 **Simply Stunning** **$649,000**

RAYGLASS 3500 20018 **Life's a Beach** **$639,000**

RIVIERA 48 FLYBRIDGE 1995 **Sleeps Eight** **$595,000**

CARIBBEAN 40 2010 **Sport Fisher** **$595,000**

Email: sales@riviera.co.nz Telephone: +64 9 302-2511 **RMarine.nz**

RIVIERA NZ
MOTOR YACHT CLUB

R Marine Flagship
Home of Riviera Luxury Motor Yachts

RIVIERA
LUXURY MOTOR YACHTS

Contact R Marine Flagship to list your boat for sale. We have clients waiting to purchase quality pre-loved motor yachts.

RIVIERA 37 2008 **Late Model** **$549,000**

RIVIERA 37 FLYBRIDGE 2001 **Immaculate One-Owner** **$459,000**

RIVIERA 4000 2004 **Offshore Platinum** **$445,000**

SEARAY 425 2007 **Shaft Drive** **$425,000**

RAYGLASS 4000 2006 **Rayglass Royalty** **$378,000**

RIVIERA M430 2004 **Summer in Style** **$375,000**

GENESIS 360 2006 **One of the Last Built** **$329,000**

RIVIERA M370 2003 **Exceptional Buying** **$300,000**

R MARINE
Flagship

123 Westhaven Drive, St Marys Bay, Auckland, NZ
Email: sales@riviera.co.nz Telephone: +64 9 302-2511 **RMarine.nz**

RIVIERA NZ
MOTOR YACHT CLUB

THE YACHT SALES CO.

QUALITY NEW & PRE-OWNED YACHTS FOR SALE

yachtsalesco.com | multihullsolutions.nz

multihull SOLUTIONS

Wandering Hanse

HANSE 350

$159,000

This Hanse model has exceptional volume and living space, easy single handed sailing and great performance.

HANSE 418

$449,000

A rare opportunity to secure this very recent model Hanse 418. She has many upgrades and a comprehensive inventory.

MOODY 41AC

$475,000

A rare find, this beautiful modern classic comes very well set up and has been excellently maintained by the current owners from new.

LEOPARD 39

$575,000

This is an owners 3 cabin version. As soon as you step onboard you can see how well she has been cared for. Fully optioned with a good inventory.

ST FRANCIS 50

$615,000 USD

A beautiful example of this well respected marque. Very well equipped and ready to head offshore.
NZ based.

MOODY 45DS

$795,000

360 degree views, volume, renown short handed sailing ability and fitted out with all the comforts of a home away from home.

HANSE 548

$1,300,000

Great example of a highly specified, recent model Hanse 548. One owner from new and beautifully presented.

Gallivanta

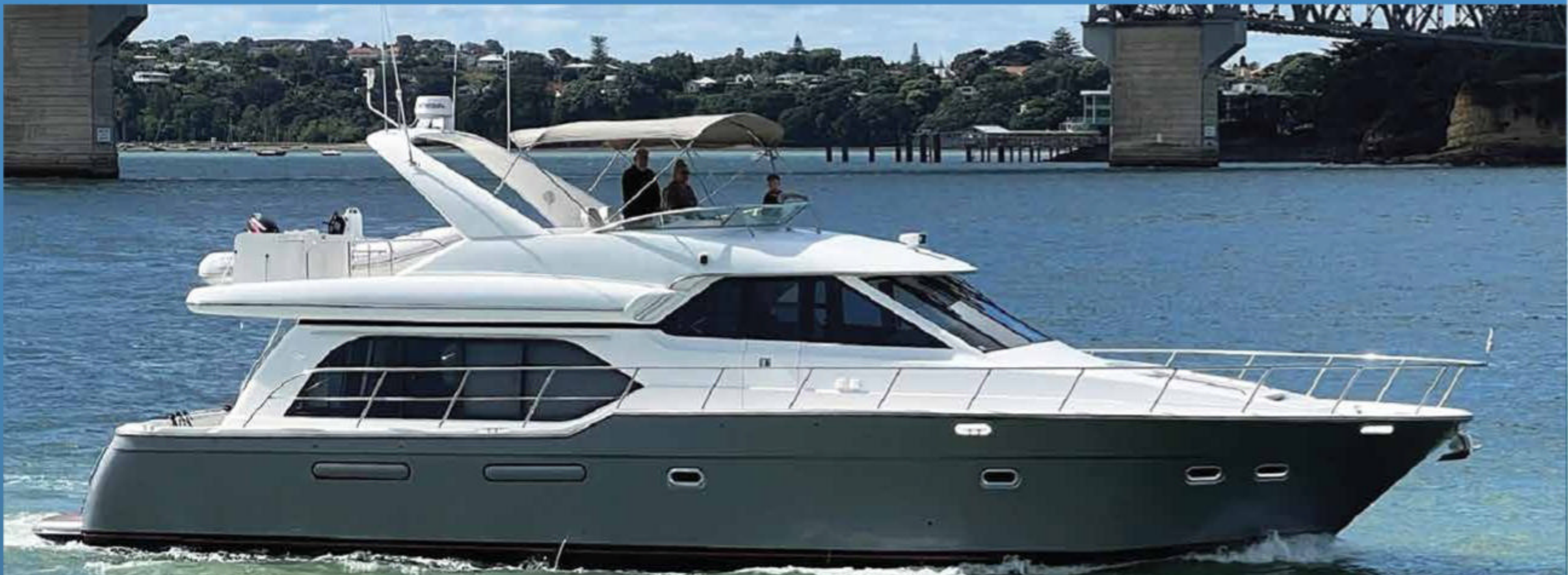
FOUNTAINE PAJOT SAONA 47

$1,675,000

Available now and ready to venture offshore. This is a great example of the owners version with very light use.
NZ based.

WATERFRONT LOCATION – 12 SALES BERTHS RIGHT OUTSIDE
MODERN SPACIOUS OFFICE – WE GET RESULTS - LIST YOUR BOAT WITH US

SALESPERSON WANTED - CONTACT WAYNE



2000 BAYLINER PILOTHOUSE 5788 MOTOR YACHT.

A true Pilothouse design, with sliding doors on the port and starboard side of the large wheelhouse makes berthing so easy with great visibility and excellent visibility for cruising also. The galley is located on the portside overlooking the main saloon area with all that you need including a large fridge freezer and waste compactor. A large dining area to starboard, followed aft by large counter that contains a wet bar ice maker and entertainment centre that goes all the way to the aft bulkhead. To port aft is a large settee with padded adjustable footrest and by turning it over - a table the layout of this boat is inviting and entertaining and a great design.

The staterooms are accessed by a curved staircase from the pilothouse. The master stateroom is full width and has an island queen size bed, mirrored and lit vanity, built in 20" flatscreen tv, and ensuite head with enclosed bathtub and shower. Further forward a laundry system, then two single berths to port in the second cabin, then the third cabin in the bow with a large island double berth and another ensuite head with shower a perfect downstairs layout. Then to the flybridge is another perfect layout with so much room and visibility and includes a crane to lower inflatable overboard.

Great engine room access from cockpit via lifting the stairs to the flybridge assisted by gas shocks, the immaculate engine room has excellent access to all machinery and so much room to work around. Generators are in the Lazarette in a sound shield. This boat has recently had some interior upgrades including new carpet and the Vessel looks great. She is a great package and a must to inspect – you will be impressed with the layout and presentation. Call Wayne on 0274 502 654 to arrange a viewing. **$590,000.**

Laurie Collins
Westhaven

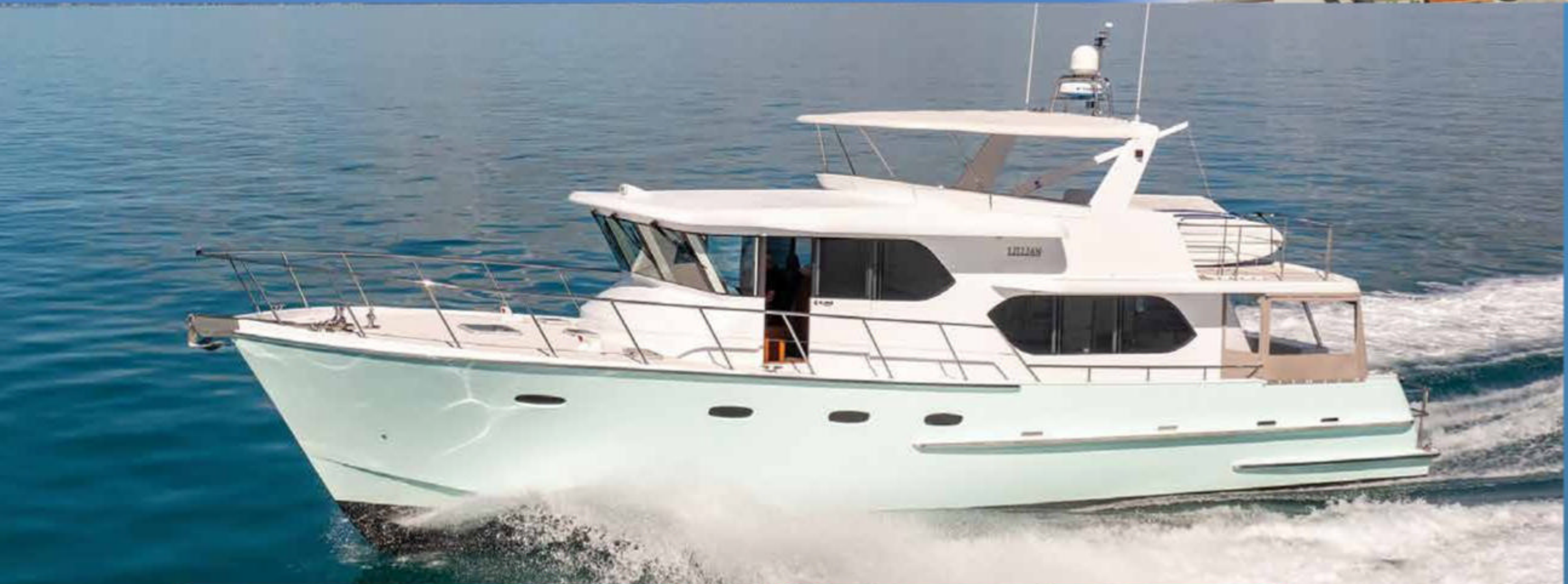
09 376 6331 – SAME LOCATION FOR OVER 35 YEARS
WAYNE 0274 502 654 • e: wayne@lcw.co.nz

www.lauriecollins.co.nz

WE HAVE OVER 35 YEARS EXPERIENCE OF SELLING NEW AND USED BOATS FROM OUR HIGH PROFILE LOCATION – WITH HIGH REPEAT AND REFERRAL BUSINESS

WE ARE ALWAYS LOOKING FOR NEW LISTINGS –
IF YOU'RE LOOKING TO SELL YOUR BOAT PLEASE GIVE US A CALL

Laurie Collins



CAREY OFFSHORE 60 TRAWLER STYLE PLEASURE CRAFT.

Lillian was built by Carey's Boatbuilders in Picton to an extremely exacting standard and finished to a high-quality pleasure Launch standard. She is a very capable Passage Maker with offshore potential. Her Hull pedigree evolved from many Carey Vessels built for the New Zealand fishery. Built for Gordon Abernethy of Blenheim: *Lillian* was the 5th boat he had built and the 17th he had owned. She is named after his mother-in-law, Gordon was an extremely experienced mariner and ensured that the build was fastidious. He attended Carey's Boat Yard in Picton on an almost daily basis during the build. Gordon retired from the sea due to health problems and sold *Lillian* to her current owners in 2016.

There are some impressive boats in the market today but when I viewed this vessel for the first time I was stunned by the design and the build quality. The finish inside and out of this vessel is really incredible and a must to view to appreciate the finish and quality. Its 18.25m in length with a 5m beam, fitted with a 650hp Scania, that only burns 12.8 litres at 8.3 knots and can achieve 17 knots. Accommodation for 6, in 3 cabins. An air-conditioned main cabin and with a superb galley that has a large double-door fridge perfectly located with a freezer and ice maker. The helm station is so impressive with its angled and wrap-around glass, it is a great feature of the vessel and contributing to making the best helm station, with all the electronics at your fingertips including bow and stern thrusters to make manoeuvring effortless and safe. This is a great seaboat that will always keep you safe. She also has a spacious cockpit along with a stunning flybridge.

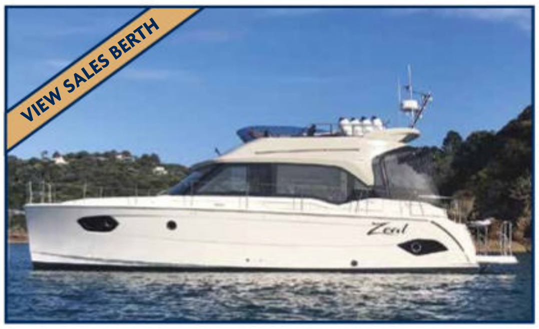
Check out our website listing for more details about her or call Wayne on 0274 502 654. **$1,850,000.**

09 376 6331 – SAME LOCATION FOR OVER 35 YEARS
WAYNE 0274 502 654 • e: wayne@lcw.co.nz
www.lauriecollins.co.nz

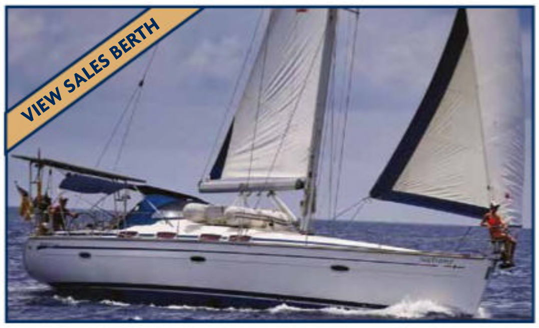
Laurie Collins
Westhaven

BUSFIELD MARINE BROKERS

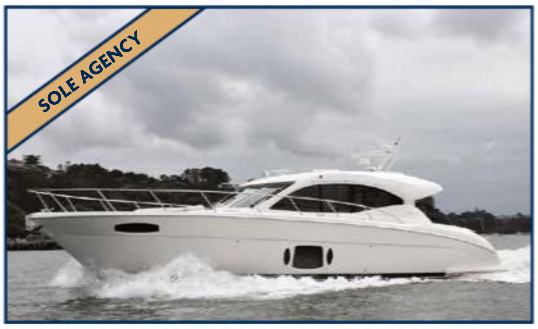
www.busfieldmarine.co.nz


VIEW SALES BERTH

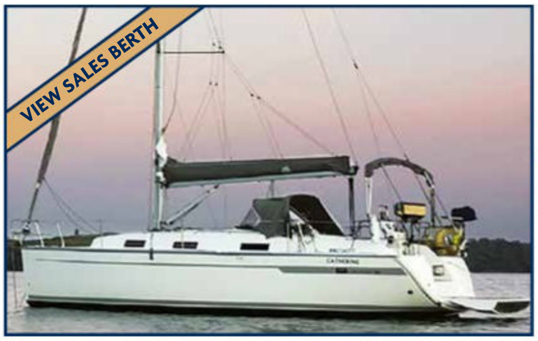
BAVARIA E40 FLYBRIDGE 13.6M – 2018. Semi Displacement launch powered by 300hp Volvo with low hours. Cruises at a comfortable and economical 11 knots. Superbly equipped with bow and stern thrusters, genset, water maker etc. Spacious two cabin, two head layout. **Asking $795,000.**


VIEW SALES BERTH

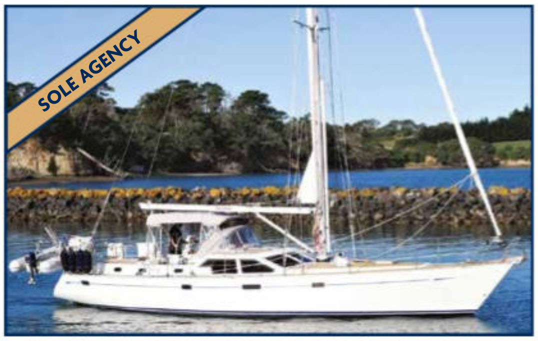
BAVARIA 46 – 2005. Recently arrived from Europe and set up for shorthanded sailing with great spec. Water maker, solar, bow thruster, 75hp Diesel etc. She has the rare 4th bunk cabin. Perfect for that extended cruise. **$275,000.**


SOLE AGENCY

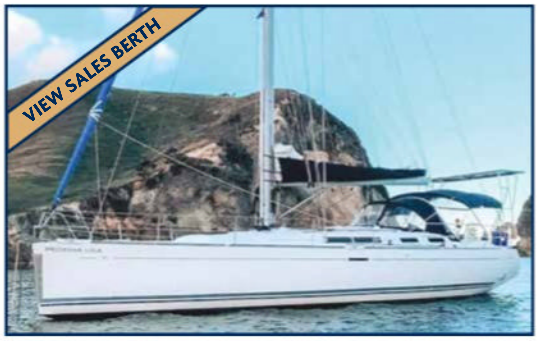
MARITIMO C50 – 2011.
Stunning example of this one owner vessel. Low hour's with high specifications. Shows like new.
Asking $1,250,000.


VIEW SALES BERTH

BAVARIA 32 – 2010. Comfortable cruiser with two private cabins and drop down boarding platform. Simple easy sailing. Fits in 10m marina berth. Attractive price. **$135,000.**


SOLE AGENCY

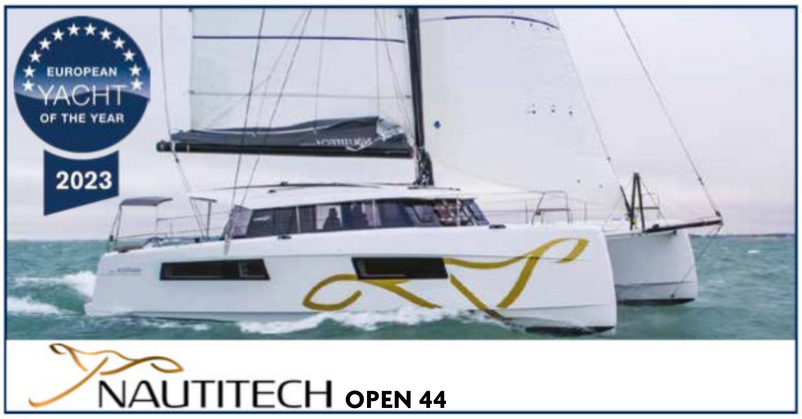
OYSTER 485. Stunning superbly equipped blue water cruiser. This boat has it all and would suit a buyer looking for a high quality vessel. Vendor will look at 50% or 25% shares. **Asking $525,000.**

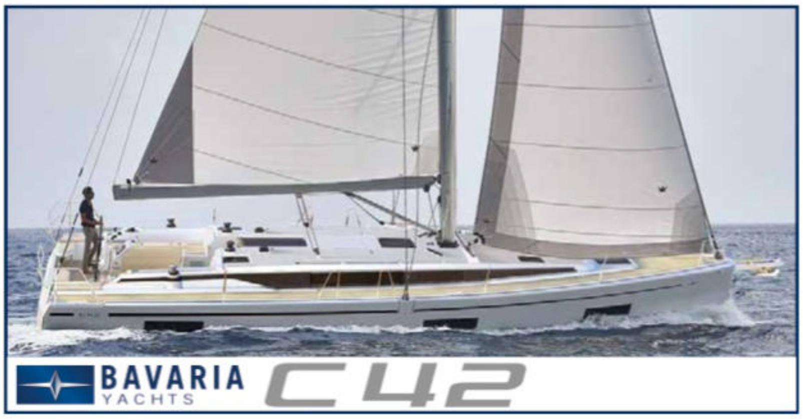

VIEW SALES BERTH

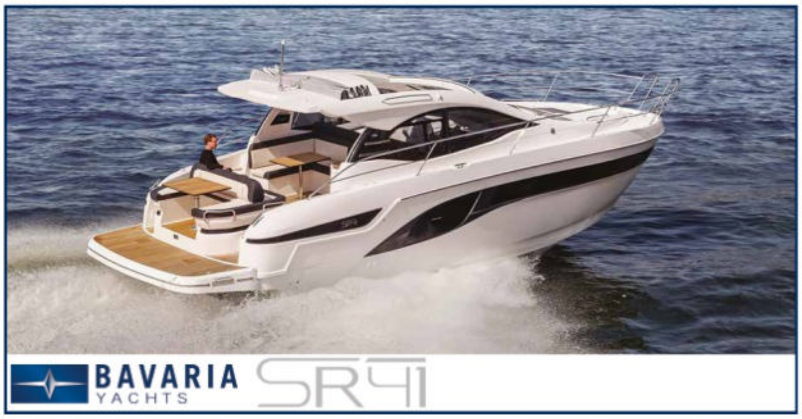
DUFOUR 455 – 2005. Owners addition with thee cabins and two heads. Plenty of added extras: - water maker - new stainless fridges - TV - Solar panels and lithium batteries. Comfortable fast cruising. **Asking $295,000.**

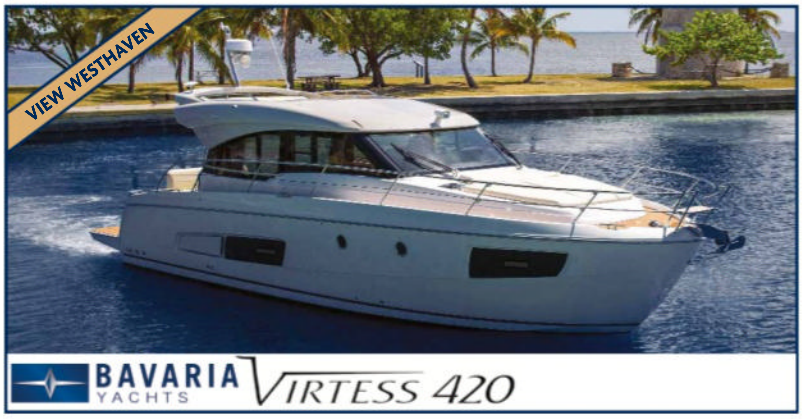
BAVARIA YACHTS NAUTITECH

New from Bavaria and Nautitech
Please enquire about the full range of Sail, Power and Multihulls – ORDER NOW FOR SUMMER 2023 / 2024


EUROPEAN YACHT OF THE YEAR
2023
NAUTITECH OPEN 44


BAVARIA YACHTS C42


BAVARIA YACHTS SR41


VIEW WESTHAVEN
BAVARIA YACHTS VIRTESS 420

BAVARIA YACHTS

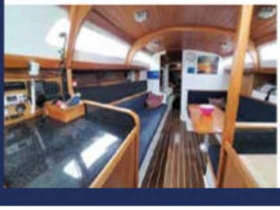
COLIN REES	029 969 1221	colin@busfieldmarine.co.nz
STEVE RAEA	021 560 436	Steve.r@busfieldmarine.co.nz

103 Westhaven Drive, PO Box 90-141, Victoria St West, Auckland, NZ. Ph: +64 9 376 4006

boats@busfieldmarine.co.nz

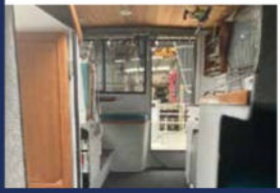
Recognised member NZmarine INDUSTRY ASSOCIATION

BAY OF ISLANDS



FARR 38 - $95,000

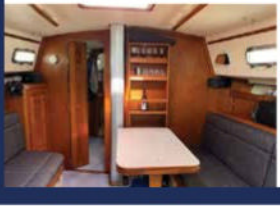
Beautifully presented example of the Bruce Farr classic cruiser/racer. Her red hull certainly stands out and she has had recent refurbishments that have put her in a class of her own. Contact Andy or Judy on 027 371 1572.



11m KNIGHT ALLOY LAUNCH - $380,000

Built for his own personal use 2016. Powered by a 400hp D6-400DP Volvo diesel (only 929hrs). Fitted with a Volvo Duo Prop Stern Leg. Cruising speed 22 knots with a top speed of 30 knots. Comfortable accommodation for 4 passengers. Contact Pete on 021 0293 7769.

WHANGAREI



ISLAND PACKET 40 - $230,000 plus Duty + GST

Quality offshore cruising yacht. Cutter rigged with furling foresail and a full set of Raymarine instruments. She is powered by a 50hp Yanmar driving a maxi Prop and a shaft. Contact Duncan on 021 067 0099.

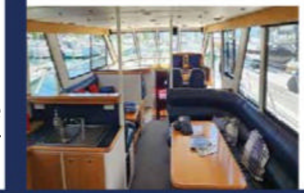
LEOPARD 44 - $760,000

A practical forward cockpit. Not only does it provide somewhere to sit, it puts you in the breeze and keeps you out of the sun. Helm position provides easy management of sails and sheets, great all-round visibility. Contact Duncan on 021 067 0099.

AUCKLAND

18.2m SCOW - $450,000 ono

Traditional meets modern. Her large flat decks mean outdoor entertaining is a breeze. In her engine room she has a 120hp Ford diesel and genset for powering all the appliances. Gaff rigged with 2 ballasted raisable dagger boards for stability. Contact Kevin on 027 2288 580.



SEAMASTER 19.40 - $1,700,00

Designed by Tim Barnett, built in Marlborough by Seamaster boats, she is currently in survey for 18 passengers and 2 crew. She is in top condition thanks to her owner's meticulous care. Cruising speed of 12-16kn delivered from twin Caterpillar C12 engines. Contact Hamish on 022 046 8979.

VINING MARINE NORTH

CONTACT OUR BROKERS IN

Auckland		Whangarei		Opua	
				David	021 0271 1365
Hamish	022 046 8979	Duncan	021 067 0099	Andy and Judy	027 371 1572
Kevin	027 2288 580	Rob	027 3322 535	Peter	021 0293 7769

pinnacle
MARINE

ELAN IMPRESSION Line 40.1

Hull type: Fibreglass
Length: 11.90m
Year: 2022
Engine: 75hp Volvo
Engine Type: Sail Drive
Available in time for Xmas!
New stock boat spec'd by us
to a high standard.
The Impression 40, a most impressive sailing yacht is designed to satisfy even the most demanding cruising families. Distinctively designed, stylish and comfortable in all conditions.
NZ $549,000 Incl
For more detail visit Trademe listing
#1042556246

NZ$549,000 inc

IMPRESSION 40.1
AVAILABLE NOW

Reliance Nordhavn 78'

'Not for sale in NZ territorial waters'

Hull Type: Composite/GRP
Length: 23.71m / 78'
Year: 2007
Engine: 2 x MTU

Pinnacle Marine European Ltd are proud to offer this stunning Nordhavn 78 for sale – 'a true pedigree ocean going explorer vessel with long range capability in complete comfort and safety'
Contact us for full information or
for more detail visit
Trade Me listing **# 2958099853**

NZ$POA inc

Azimut Evolution 62

SELECTED PRE-OWNED

Hull Type: Fibreglass
Length: 19.86m
Year: 2007
Engine Type: 2x Cat C18 1115hp

We're delighted to present this 2007 Azimut 62 Evolution to the market. Built in 2007, this Azimut 62 Evolution boats sportiness and style blend to create a unique and distinctive design, in complete harmony with the nautical landscape. Sold new into New Zealand, and with just two owners, 'Delfino' has been meticulously maintained by its current owner and hands down, the best example of an Azimut Evolution in New Zealand.

NZ$1,250,000 inc

Azimut 68S

Hull type: Fibreglass
Length: 21.4m
Year: 2010
Engine type: 2x V12 1360hp

2010 Azimut 68S. Owned from new by the same New Zealand family, 'Vivere' is now for sale to make way for a new Azimut. Spacious and well-appointed, the 68S is ideal for entertaining guests, or extended weekends away with family.
Contact us for full information or
for more detail visit
Trade Me listing **# 3478757246**

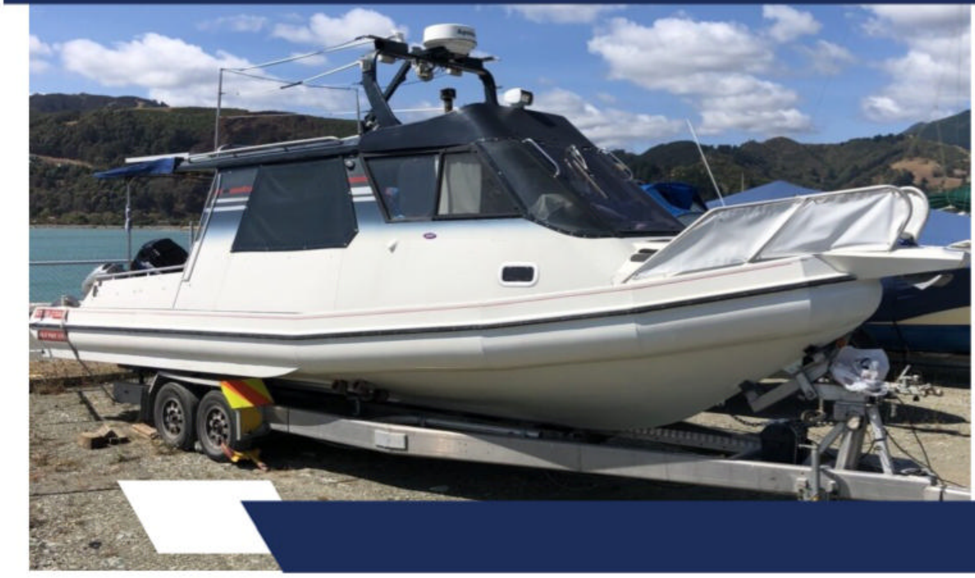
PRICE REDUCED NOW

NZ$1,250,000 inc

Pinnacle Marine European LTD: Unit 33 - 332 Great North Road, Grey Lynn, Auckland 1021.
Landline: **+64 (09) 377 6602** Grant Saunders: **021 0265 1470** / David Hawke **022 140 6300** Email: **info@pinnaclemarine.co.nz**
pinnaclemarine.co.nz

PIN028c

Well equipped 10m Stabicraft



FEATURES

"Agape" was custom designed by naval architect Dick McBride, built to survey by Stabicraft on behalf of her current owner, and very well-equipped for extended trips around the southern South Island and Stewart Island. Now extensively travelled, she comes with an alloy trailer and a transferable secure trailer park at Nelson Marina.

The main engine is a new Honda 250 VTEC with sea trial hours only. With a huge inventory and many additional features, this is a serious sea boat. See video of her underway at https://youtu.be/WaEuk7O90cA

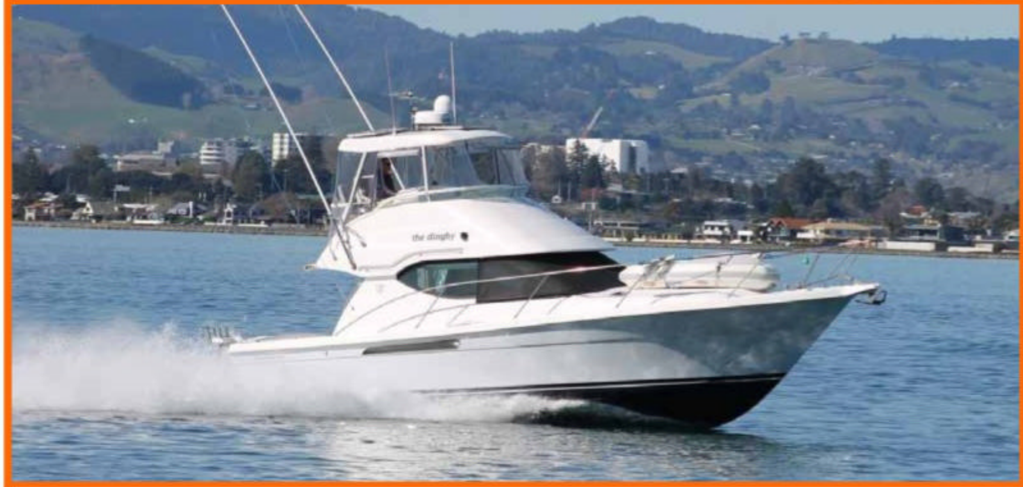
Asking $159,500

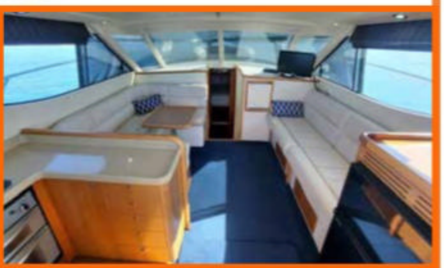
Sole Agency - please contact Mike Cameron 021 765 141 or the Nelson Vinings Office 03 548 1202.

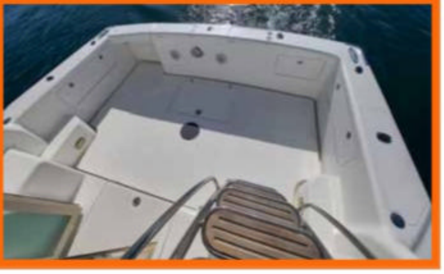
THE VINING MARINE GROUP

Ref: 9935 www.vinings.co.nz

TBS www.taurangaboatsales.co.nz







2004 Oliver Royale 370 $410,000 LOA 12.70m. Beam 4.25m. Draft 1.1m. Full GRP, performance enhanced with twin 2019 Iveco 370hp diesels on shafts at only 320hrs. Full service records available. Cruise 22+ knots to a 30 knots sprint. 2 cabins with island double, galley up and aft layout. Plenty of upgrades and extras. Ready NOW. A 14m Tauranga Bridge Marina berth is also available additionally (as a package). For further details or to arrange a viewing contact Tauranga Boat Sales Broker Brett Eaton 027 459 2982, brett@taurangaboatsales.co.nz

elite for a reason
Elite 18m MPH

WEBER MARINE
www.webermarine.co.nz

Elite
MARINE DESIGN

Lloyd Stevenson
BOATBUILDERS
Lloydstevensonyachts.co.nz

Custom design Sedan, Mid-Pilothouse and Sportsfisher Motor Yachts
www.elitemarine.co.nz • +64 (0) 9 530 8501

sasga
YACHTS NZ

What an opportunity! Purchase this brand new 2022 Sasga Menorquin 42HT for just $1,296,000
Located in Auckland. In the water and ready to go. 2023 import value today: $1,582,000

L: 13.20m | B: 4.00m | D: 1.10m • 3 cabins with 2 heads and galley-up layout • Loaded with factory options
Shaft driven 2 x D4-320 Volvos with fuel consumption @20 knots of 90 l/p/hr and range of up to 1,000nm

Contact Bruce 021 748 437, bruce@sasgayachts.nz or Christine 021 0220 5398, christine@sasgayachts.nz
for further details and to arrange a viewing

directory

To book your space contact Brett Patterson • 027 473 3945 • e: brett.patterson@boatingnz.co.nz

Catamarans International

Manufacturers of World Class Catamaran Components

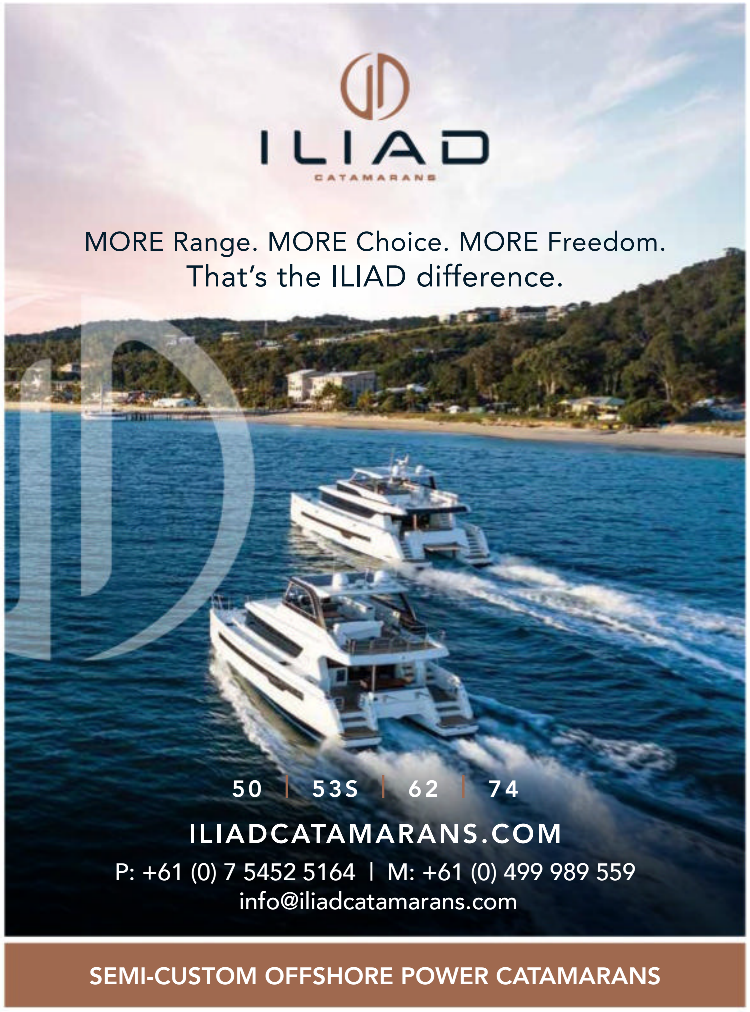
Web: www.catamaransinternational.com
Email: glynn@catsinter.com Phone: +64 21 959 516

ROGER HILL

YACHT DESIGN LTD

• www.powercatsnz.com •
• roger@powercatsnz.com •

PhFax (+64 9) 537 2644
Mobile (+64 274) 595 822



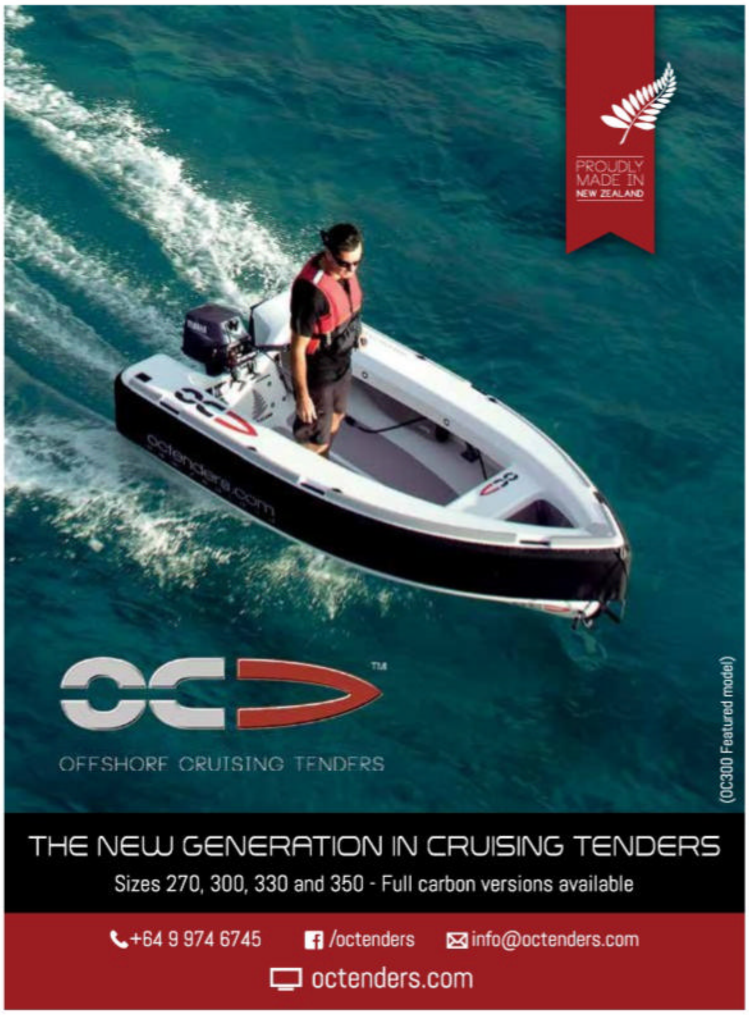
ILIAD
CATAMARANS

MORE Range. MORE Choice. MORE Freedom.
That's the ILIAD difference.

50 | 53S | 62 | 74

ILIADCATAMARANS.COM
P: +61 (0) 7 5452 5164 | M: +61 (0) 499 989 559
info@iliadcatamarans.com

SEMI-CUSTOM OFFSHORE POWER CATAMARANS



PROUDLY MADE IN NEW ZEALAND

OFFSHORE CRUISING TENDERS

(OC300 Featured model)

THE NEW GENERATION IN CRUISING TENDERS

Sizes 270, 300, 330 and 350 - Full carbon versions available

☎+64 9 974 6745 /octenders ✉info@octenders.com

octenders.com

Elite
MARINE DESIGN

- CUSTOM DESIGNS
- STOCK PLANS
- PROJECT MANAGEMENT

www.elitemarine.co.nz

P: +64 9 530 8501 M: +64 27 485 3235
Email: info@elitemarine.co.nz

NZmarine

nautical · projects ·

- Teak decking new & refurbishing Pre-manufacture and installation
- 2 & 3D digitizing
- Specialized large vessel sanding equipment

Ph 021 903 529
adrian@teakdecks.co.nz
www.teakdecks.co.nz

Boat Fix New Zealand LIMITED

AUCKLAND'S SPECIALIST BOAT REPAIR CENTRE

Insurance Work Specialists • Launch, Yacht and Runabout Repairs • Antifouling and Gelcoat Work • Full Marine Maintenance Service Spraypainting and Jetski Repairs

58 Diana Drive, Glenfield
Steve@boatrepairs.co.nz
www.boatrepairs.co.nz

Recognised member
NZmarine

Phone: 09 441 2000
Fax: 09 441 4000
Mob: 021 908 156

BBS
Timbers Ltd

Your Specialist Timber Suppliers

For Quality Supplies of:
TEAK / TEAK DECKING * MARINE PLYWOOD (great range)
WALNUT * JARRAH * YELLOW / WESTERN RED CEDAR
KAURI * MAHOGANY * IROKO * SAPELE * MACROCARPA
OAK – AMERICAN & FRENCH * PURPLEHEART * GREENHEART

82 Henderson Valley Road, Henderson
p: 09 8360124
e: phil@bbstimbers.co.nz

27 Kioreroa Road, Whangarei
p: 09 4389358 / 0800 227 862
e: dave@bbstimbers.co.nz

4 Halwyn Drive, Hornby
p: 03 3445591
e: aaron@bbstimbers.co.nz

www.bbstimbers.co.nz

BAKEWELL–WHITE
YACHT DESIGN LTD.

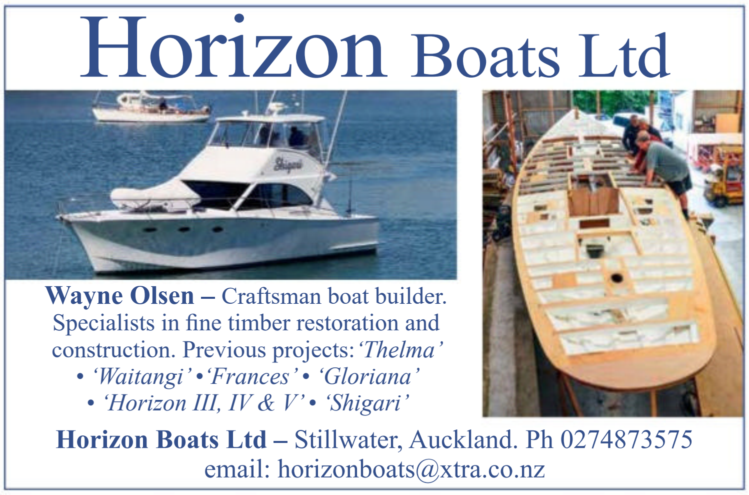
Award Winning Designs
Champion Boats

WWW.BAKEWELL–WHITE.COM
phone: 09 480 6800
email: info@bakewell-white.com
po box 34-569, birkenhead, auckland 0746
Follow us on Facebook

HMD
HALL MARINE DESIGN

PURE PASSION
PURE POWER
PURE PERFECTION

07 575 7091 HALLMARINEDESIGN.COM


Horizon Boats Ltd

Wayne Olsen – Craftsman boat builder. Specialists in fine timber restoration and construction. Previous projects: *'Thelma'* • *'Waitangi'* • *'Frances'* • *'Gloriana'* • *'Horizon III, IV & V'* • *'Shigari'*

Horizon Boats Ltd – Stillwater, Auckland. Ph 0274873575
email: horizonboats@xtra.co.nz

barnett offshore DESIGN
NAVAL ARCHITECTS & MARINE CONSULTANTS

CUSTOM DESIGN
Prefection is Simplicity

www.barnettoffshore.co.nz
021324216 - barnettoffshore@gmail.com

Repairs • Refit
New work

Wood or composite • 'Modern Traditional'
High quality work • Attention to detail

builder of the
Beale 10m planing launch

Mike Pearce BOATBUILDERS LTD AUCKLAND NEW ZEALAND

300 Waimate North Road,
Kerikeri - 027 448 7513
email: mikepearcebbltd@xtra.co.nz

BOATSPRAY
marine painters, auckland

anti-foul | prop-speed | touch-ups | repaints | cut and polish
gel repairs | insurance specialists | project management

hardstand, 22m shed, 15m tent or mobile service

(09) 535-4802
more on www.boatspray.co.nz

This year Parker Marine Group did everything

Less time finding parts and contractors, more time on the water

PMG
PARKER MARINE GROUP

From new builds and refits to supplying the right fitting
Parker Marine Group does it all

· Boat Building – New Builds And Repairs · Painting · Repaints And Antifouling
· Marine Electrical · Aqua-Blasting – Antifoul Removal · Boat Brokers
· Marine Surveys · Insurance · Valuations · Refrigeration
· Marine Mechanical · Engine Servicing And General Engineering
· Spars And Rigging – Maintenance And Surveys · Marine Coating Supplies
· Chandlery · Sailmakers · Marine Canvas And Upholstery
· Vinyl Wraps – Above And Below The Waterline · Marine Fire and Safety services
· Gas Fitting – Installations And Certifications · Fire Safety Systems
· Stainless Fabrication – Custom Design/Build and Repairs
· Complete Interior – Design And Refit · Project Management
· **THE WORKS!**

Contact us now - email: info@nzmarinedistribution.co.nz
Phone: 09 437 7051 or 0275 504 140

www.parkermarinegroup.co.nz

sailbrokers NZ

Call + 64 (21) 662 642
Dave

or + 64 (274) 376 865
Tracey

e: info@sailbrokers.co.nz

www.sailbrokers.co.nz

New Zealand's specialist in second hand sails

Dave Giddens
SAILMAKERS

WINTER SPECIAL - 10% off:
Sail repairs, sail covers,
UV strips, canvas repairs.

Regularly servicing Westhaven

30 Rossmay Terrace, Kingsland
0800 SAILOR (0800 72 4567)
www.sailmakers.co.nz

F3
MARINA BERTH
FOR RENT

WESTPARK
12m BERTH
ideal liveaboard

PH 0274 816 088

HS COMPOSITES
Industries ✱ Synthepol

09 295 2200

- **RESIN: POLYESTER, VINYL ESTER, EPOXY**
- **GELCOAT & FLOWCOAT**
- **TOOLING SYSTEMS**
- **MARINE PUTTIES, COVING PUTTY**
- **FIBREGLASS, CARBON, KEVLAR**
- **TECHNICAL ADVICE**
- **HUGE RANGE OF ACCESSORIES**

63 HUNUA ROAD, PAPAKURA, AUCKLAND

5B TENAHAUN PLACE, WIGRAM, CHRISTCHURCH

BUY DIRECT FROM THE MANUFACTURER/IMPORTER

Buying or selling marina berths made easy

marinaberths.com

Purely dedicated to the sale and purchase
of marina berths throughout New Zealand

Mob: 0274 759 092
Ph: 09 3763 034
E: ken@marinaberths.com
www.marinaberths.com

MARINAQUIP

Focused on Delivering
Fresh Ideas,
Creative Designs and
Smarter Solutions for
Marinas, Docks and Moorings

www.marinaquip.com

Selling or buying a yacht or launch?

LOOK FOR THIS LOGO

Recognised member

NZmarine
INDUSTRY ASSOCIATION

Buy with Confidence

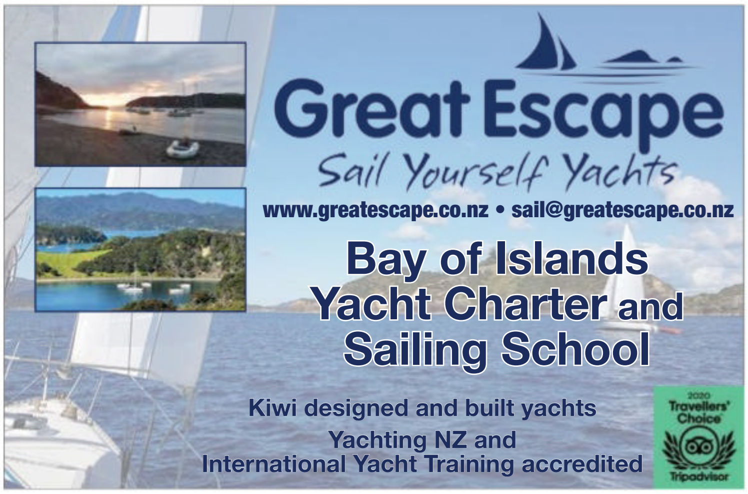
Use a NZ Marine member brokerage company for professional guidance, industry approved formal documentation and your satisfaction for selling or buying your next boat.

Kakapo LINEN

LUXURY SLEEP SACKS

100% stone washed Indian Cotton sack with either Micro Fibre inners or Wool, various weights, and colours available. Use individually or zip 2 together to make a full queen size. Custom made sizes available.

Autumn **SPECIAL PRICE** – usually $440 incl gst
NOW $390 incl gst – offer closes 31st May 2023.
p: +64 27 253 5005 e: office@kakapolinen.co.nz
www.kakapolinen.co.nz



Great Escape
Sail Yourself Yachts
www.greatescape.co.nz • sail@greatescape.co.nz

Bay of Islands
Yacht Charter and
Sailing School

Kiwi designed and built yachts
Yachting NZ and
International Yacht Training accredited

2020 Travellers' Choice Tripadvisor

Sleep as comfortably on your boat as you do at home.

We hand craft every mattress to fit any shape or size. Each mattress features the latest pocket springs which eliminate partner disturbance and offer superior comfort. The multi layered foam squabs / mattresses also use aircell technology to improve breathability. Call today for a free measure and quote.

Contact:
Stuart Reed 09 828 2159 or 0274 804 664
www.brownies.co.nz

BROWNIES MATTRESS Direct

PONTOONZ
Floating Solutions

Durable kitset pods for pontoon and houseboats, jetties, barges, floating docks, walkways and more

www.pontoonz.com pontoonz@gmail.com +64 27 555 2000

OpenOcean
WATERMAKERS

Quality, Reliability & Affordability
Designed & Built in New Zealand since 2001

120/230 Volt AC
Engine Drive
80 - 240 LPH
12/24 Volt DC High Output
12/24 Volt DC Low Current
35 - 70 LPH

18 Baffin Street
Opua, New Zealand 0200
Phone: +64 (0)9 402 8449
Mobile: +64 (0)21 253 3035

email: openocean@xtra.co.nz
www.openoceanwatermakers.co.nz

ECM
EAST COAST MARINE SERVICES LTD

GENERAL / MECHANICAL / ENGINEERING
REPAIRS AND MAINTENANCE
FOR THE PLEASURE CRAFT INDUSTRY

Our services are based at our full workshop facility in Tauriko, Tauranga and will be available from the Whitianga to Whakatane from our mobile mechanical/engineering workshop van. Service Manager Greg Collins is backed by his wealth of service knowledge, full access to marinas and with appropriate insurances in place. ECMS focus on client service and satisfaction to a high standard.

Contact Greg - 027 268 0955 - greg@eastcoastmarineservices.co.nz

MAINSTAY MARINE
Professional Sailing Solutions

Distributor Of

RONSTAN

Blocks
Cleats & Clutches
Track & Traveller Systems
Batten Car Systems
Furlers
Stainless & Rigging Hardware
Sailing Gear & Accessories
Industrial

ANDERSEN
STAINLESS STEEL WINCHES

Stainless Winches
Self-Tailing, Classic, Electric, Hydraulic
Winch Accessories
Service Kits, Spares, Winch Handles
Automatic Bailers

Contact: George Clark
Tel: 0274-519-871
georgec@mainstaymarine.co.nz
www.mainstaymarine.co.nz

BAUER
COMPRESSORS

- New BAUER compressors
- Late model, low hours, preowned BAUER compressors
- Service, spare parts, oil and consumables

AVAILABLE NOW FROM

GMS
GENERAL Marine SERVICES

General Marine Services
Sales: 09 309 0048
156 Beaumont St, Westhaven.
sales@generalmarine.co.nz
Service: 09 368 0938
65 Gaunt St, Westhaven.
service@generalmarine.co.nz
www.generalmarine.co.nz

APPROVED BAUER AGENTS

MOON
ENGINES

Specialists in Marine Gearboxes, Transmissions & Second-hand / Reconditioned Engines

- New PRM Transmissions
- Reconditioned exchange Borgwarner Velvet Drive, PRM / Newage, ZF, Twindisc, Capitol & more
- On site repairs & servicing
- Most transmission parts available
- All tested on site & with warranty

PRM
Marine Transmissions

Phone James Mobberley for a quote:
(09) 828 3524

Unit D / 5 Paramount Drive,
Henderson, Auckland.
e: james@moonengines.co.nz

moonengines.co.nz

DIESEL
FUELBIOCIDE
BC-250

MAKE DIESEL PROBLEMS DISAPPEAR

The complete Diesel Treatment for your routine maintenance.

There are many families of fungi, bacteria and yeasts that can contaminate diesel fuel.

Fueltreat Biocide BC-250 will kill the bug, keep water out of the fuel and keep the diesel in 100% condition to ensure total performance is kept up.

Distributed exclusively by
Wholesale Marine Direct NZ Ltd
0800 272 589
www.salt-attack.com

BARNACLE BUSTER

MARINE GROWTH REMOVER

ENGINE OVERHEATING? AC NOT COOLING? POOR FLOW - CLOGGED PIPES?

Barnacle Buster has been formulated to safely clean your entire raw water cooling system from intake to discharge without harming your equipment, gaskets or seals.

Barnacle Buster
Barnacle Buster

TRAC ECOLOGICAL Marine Products

STOCKING DEALERS

J B Marine	Opua	09 402 8375
Matakana Marine		09 422 7822
Marine Solutions Gulf Harbour		09 424 1260
Westpark Marine Engineering		09 416 6460
Ovlov Marine Pine Harbour		09 536 5249
Ovlov Marine Westhaven		09 377 4285
Pacific Coast Marine	Whitianga	07 866 0551
Diesel Workz	Tauranga	027 675 2465
K P Marine	Porirua	04 233 6164
Strait Marine	Wellington	04 568 8026
Marine Engineering	Picton	03 573 6477
AIMEX Ltd	Nelson	03 548 1439
Southgate & Sons	Timaru	03 688 6364

Contact your nearest stockist for details on the full range of Trac Ecological products

Email info@ovlov.co.nz www.ovlov.co.nz

Complete Power Solutions

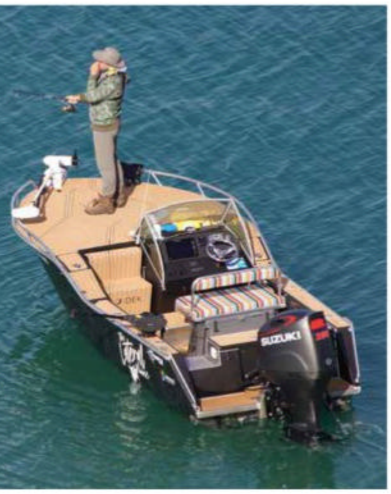
• Superyachts •
• Recreational boats •
• Commercial applications •

OUR BRANDS

YANMAR
JOHN DEERE
OXE DIESEL
torqeedo STARNBERG GERMANY
Dtorque
Packless Sealing System SHAFT SEAL
GORI PROPELLER experience the difference
NORTHERN LIGHTS
mase GENERATORS
HUNDESTED PROPELLER A/S

Power Equipment Est. 1990

Contact us for your nearest Dealer
New Zealand: +64 9 358 7478
sales@powerequipment.co.nz • www.powerequipment.co.nz



U-DEK MARINE DECKING

DURABLE
LOW MAINTENANCE
CUSTOMISED DESIGN

0800 114 222
sales@ultralon.co.nz

udek.com

MARINE concierge
Love your boat

Excellence in Vessel Management
Recreational & Commercial

www.marineconcierge.co.nz

Eric 021 976 722

RUPES
Big Foot

Restoring Neglected Gel Coats is Fast & Easy
Experience fast, effective results with our Professional Marine Finishing range.

RUPES Big Foot Marine Polishing Kits
By combining the BigFoot Polisher with BigFoot pads and Marine Compounds you have the perfect recipe for a smooth, glossy gelcoat.

RUPES Sanders
Wide range of electric and pneumatic models to suit different applications

Equipment available for HIRE.
Call us NOW for a free demonstration.

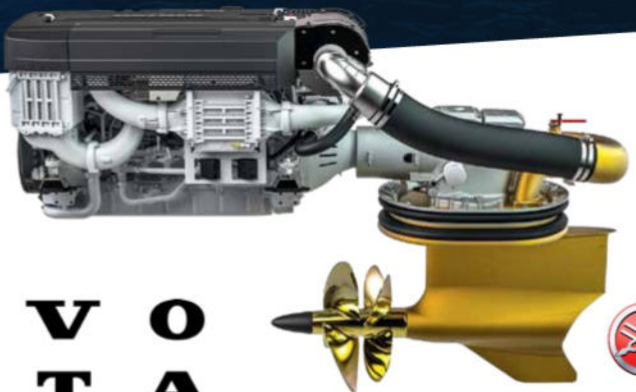
PROFILE

Farécla Profile
High Performance Marine Cutting & Polishing Compounds, UV Wax Protection & Applicators

WYATT MACHINE TOOLS 388 Church St, Penrose, Auckland Ph: 09 525 1000
Shop Online www.wyatt.co.nz

40+
YEARS
Ovlov Marine Ltd

SPECIALISTS IN MARINE SALES, SERVICING AND ENGINEERING



YAMAHA
425 YAMAHA
XTO
V8

VOLVO PENTA

YMF YAMAHA MOTOR FINANCE

YMI YAMAHA MOTOR INSURANCE

YAMAHA
Revs Your Heart®

- Over 40 Years in the Industry
- 2 Convenient Locations
- Diesel & Outboard Workshops
- Full Mobile Service - 12+ vehicles on the road
- 12/24v + 240v Registered
- Steering Systems – Cable, Hydraulic, EPS
- Navigation, Fish Finders, Entertainment Systems, Supply & Install Service
- Trailer Servicing & Repair
- Dedicated Parts Team

STOCKISTS OF OTHER TOP BRANDS INCLUDING

TRAC ECOLOGICAL Marine Products · Jubilee · Hydraulink Hose and Fittings · SEPAR FILTER · RACOR · Shell Lubricants · SEASTAR SOLUTIONS · FUSION · cmtrailer parts AN AL-KO COMPANY · ENDURANT BATTERIES · Hella marine · MAXWELL

Ovlov Marine Ltd

www.ovlov.co.nz

Auckland City
Ph: +64 9 377 4285
ovlov@ovlov.co.nz
142 Beaumont Street
Orams Marine Village
Westhaven

Pine Harbour
Ph: +64 9 536 5249
pineharbour@ovlov.co.nz
9/190 Jack Lachlan Drive
Pine Harbour Marina
Beachlands

PROUDLY SUPPORTING

LEGASEA · AUCKLAND RESCUE HELICOPTER TRUST · COASTGUARD NEW ZEALAND · ROYAL NEW ZEALAND YACHT SQUADRON

AES
AUTO ELECTRICAL SPARES LTD

CAPRICORN PREFERRED SUPPLIER

SPECIALISTS IN
starter + alternator
APPLICATIONS

WE CUSTOM
engineer,
re-engineer + repair

* HAPPY NEW YEAR *
MAINTENANCE SUPPORT DEAL

SERVICE YOUR MARINE STARTER OR ALTERNATOR OR SOURCE A REPLACEMENT FROM AES AND RECEIVE AN ADDITIONAL 25% DISCOUNT

0800 478 278
www.aespares.co.nzw

If you are experiencing
FUEL SYSTEM ISSUES
from microbial contamination (diesel bug) to leaks, give us a call

DIESEL CLEAN

We have been sorting out fuel system issues since 2008.
We have worked on everything from trailer boats to
fishing boats and Super Yachts
We are here to help.

0800 482 652 • gordon@dieselclean.co.nz

EIGHTH
ADVERTISEMENT
ONLY $170
+ GST PER MONTH

Pacific Rim Marine Surveys Ltd.

Pre-Purchase Inspections * Insurance Surveys * Consultations

Fully qualified Marine Surveyor through
the International Institute of Marine Surveyors

James Newcombe Ass.M.IIMS, DipMarSur.IIMS
M +64 0211 390 459
E info@pacificrimmarine.com
W www.pacificrimmarine.com

Marsden Marine Services Ltd
Ship Surveyors, Valuers & Consultants

Maritime New Zealand, Australasian Institute Marine Surveyors
Commercially Certified Marine Surveyor

Qualified, Recognised, and Professionally Accredited

Greg Marsden DipMarSvy
AIMS-CCMS, MNZ P/ AP / Lifting Devices
IMCI CE (EU) & CA (UK) Affiliate Inspector & Auditor

enquiries@mmservices.co.nz
www.mmservices.co.nz
021 420 984

Wellington based, serving local, national, and international clients

ACCMS CERTIFIED COMMERCIAL MARINE SURVEYOR
INTERNATIONAL MARINE CERTIFICATION INSTITUTE
SCMS MEMBER

MARINE SURVEY
· NEW ZEALAND ·

Weather all seas.

ACCREDITED MARINE SURVEYORS

Visit the website

FOR MORE INFO

Specialising in pre purchase, pre sale, insurance & valuation surveys.

DEAN KENNEDY - MARINE SURVEYOR (DipYachtSur, IIMS)
P: +64 21 117 3395
E: dean@marinesurveynewzealand.co.nz

WWW.MARINESURVEYNEWZEALAND.COM

BOAT SURVEY New Zealand

Experience the point of difference – Marine specialists delivering unparalleled services

- Pre-Purchase Survey
- Insurance Survey
- Consultant
- Project Manager

Rob Neeley – 027 694 3103
e - rmneeley@gmail.com
w - www.boatsurveynz.co.nz

16TH
ADVERTISEMENT
ONLY $90
+ GST PER MONTH

SALT ATTACK
DIRECT INJECTION KIT

REMOVE SALT,
STOP CORROSION
FLUSH YOUR INBOARD
ENGINE IN SALT WATER

Easy to install Salt-Attack direct injection kit and flush your engine in 30 seconds. Reservoirs in 3 sizes. Heavy duty fittings. NZ assembled. 12 month warranty with money back guarantee.

100% Non-toxic . 100% Biodegradable
100% Non-hazardous

Distributed exclusively by
Wholesale Marine Direct NZ Ltd
0800 272 589
www.salt-attack.com

MAX PROP®

So-Pac marine

AUTOMATIC FEATHERING PROPELLERS
- 2, 3, 4 & 5 blade models, pitch adjustable

- New props
- Anodes
- Spare Parts
- Reconditioning

09 448 5900 | info@sopac.co.nz | www.sopac.co.nz

TNL PINDAR

The Go To Provider For Specialised Boat Shipping & Logistics Worldwide
Richard Thorpe - TNL Pindar Ltd
DDI: +64 9 256 2117 • Mobile: +64 21 289 7744
Email: richard@tnlpindar.com • www.tnlpindar.com

RAILBLAZA
HOLD EVERYTHING...

Versatile, Easy-to-Use Mounting Systems and Accessories for Leisure and Adventure Sports on and off the Water

Made in New Zealand from high quality, long lasting, UV resistant materials

Made in New Zealand
Exported to the World
www.railblaza.com

StarPort HD
Tackle Caddy
Rod Holder II
RailMount
i360 Light
ScreenGrabba
DrinkHold
Extenda Pole 1000
Fillet Table

HYDRAULIC STEERING
Jastram ENGINEERING LTD.
WAGNER
NZ PARTS & SERVICE AGENT:
Ph +64 9 448 5900 Fax +64 9 448 5911
So-Pac marine
www.sopac.co.nz
Email: info@sopac.co.nz

BOAT HAULAGE LTD
Office: (09) 4838 111 – Luke: 021 686 394
Email: Luke@boathaulage.co.nz

Chatfield Marine
Driveline Systems

- Blue Water Shaft Seals - fully water cooled with a lubricated lip seal
- Vesconite Stern & Rudder bearings manufactured to your requirements
- Silverline water lubricated rubber bearings
- Shaft machining and straightening
- Replacement bearings and stern tubes, seal refurbishment

124 Sunnybrae Road,
Glenfield, Auckland, NZ
+ 64 9 444 9031
simon@chatfieldmarine.co.nz
www.chatfieldmarine.co.nz

MARINE HAULAGE LTD
VESSEL RELOCATIONS AND STORAGE
Please phone Bruce Clare Mob: 0274 934 789 Ph: 09 834 3259 Fax: 09 834 3254
Email: marinehaulage@xtra.co.nz

flexofold sailboat propellers

So-Pac marine

2-blade folding propeller
3-blade folding propeller
4-blade folding propeller

All types available for both saildrive and shaft installation

09 448 5900 | info@sopac.co.nz | www.sopac.co.nz

AAKRON XPRESS

Boat Trailers

10 YEARS STRUCTURAL WARRANTY

Built to Last! - 100% Satisfaction Guarantee

149 Wairau Road,
Glenfield, Auckland

www.aakronxpress.co.nz
0800 162 500

Premium quality boat hatches manufactured in New Zealand.

Wide range of sizes plus custom solutions to best fit your needs.

Cule MARINE

09 835 9706 | culemarine.co.nz

Composite 3 & 4 Blade feathering propellers

www.kiwiprops.co.nz
kiwiprops@xtra.co.nz

021 930 598 Mobile
Fits standard shafts & Saildrives

www.voyagertrailers.co.nz

VOYAGER TRAILERS

LEADERS IN BOAT TRAILER DESIGN & PERFORMANCE
FINANCE AVAILABLE

43 Old Ruffell Rd, Te Rapa, Hamilton 3241 Ph: 07 849 3158

CP CHRISTINE PRODUCTS TRAILER PARTS

NEW ZEALAND MADE

Proudly 100% New Zealand owned for 45 years

New Zealand's largest Trailer Parts manufacturer

cmtrailer parts www.cmtrailerparts.co.nz

Available from major trailer parts wholesalers and trailer manufacturers nationwide

TWL
twlnz.co.nz - Branches nationwide

REFRIGERATION – GAS STOVES – HOT WATER CYLINDERS

HOT WATER CYLINDERS

Large range of hot water storage cylinders. Heated from either the engine or the electric element for mains/generator, 316 stainless inner tank.

2 year warranty

From 15 to 75 Litre capacity

LARGE RANGE OF SPARE PARTS AVAILABLE FOR:

- Danfoss (Secop)
- Isotherm
- Isotemp
- Force 10
- Most major brands
- Frigonautica
- Indel B
- Eno
- Dometic

Professional after sales service and technical advice

ISOTHEM DIY FRIDGE OR FREEZER KITSETS

(Over 12 types to choose from)

- Aircooled/ watercooled options
- Large range
- No ongoing maintenance
- Easy installation

IMPORTERS AND SUPPLIERS OF TRUSTED WORLDWIDE BRANDS

ISOTHERM CR130

130L capacity with icebox

ISOTHERM CR85

85L capacity with icebox

ISOTHERM ICEMAKERS

- Clear ice spray technology
- 230 volt
- Approx. 18kgs a day

- White ice technology
- 230 volt
- Approx. 8kgs a day

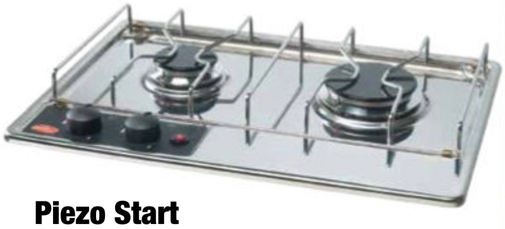
FORCE10

COOKING WITHOUT COMPROMISE

- Gimbelled or built-in
- High quality

BUILD IN 2B HOB TOP

(Gas compliant)



Piezo Start

$595 inc GST

ENO OPEN SEA

2B OVEN/GRILL

DRAWER FRIDGE & FREEZERS

Available from:

16L – 190L

FRIDGES / FREEZERS RANGING FROM 42L to 200L

Cruise CR42

Inox CR 200

FRIGONAUTICA

- High quality stainless
- Standard models or custom built
- Made in Italy

Frigonautica

SERVICE - REPAIRS - MAINTENANCE

FRIDGETECH MARINE & OUTDOORS
09 415 1456 www.fridgetech.co.nz

21 TARNDALE GROVE, ALBANY, AUCKLAND
Email: info@fridgetech.co.nz

YAMAHA
Revs Your Heart
WAVERUNNER
2023
WAVERUNNER
MODELS
EX STARTING FROM
$62
PER WEEK*

EX	SUPERJET	VX DELUXE	GP1800-R HO	FXHO	FXSVHO
$62 pw	**$91** pw	**$105** pw	**$128** pw	**$138** pw	**$168** pw
5 year loan term. Total amount payable $11,999	5 year loan term. Total amount payable $17,799	5 year loan term. Total amount payable $20,699	5 year loan term. Total amount payable $25,399	5 year loan term. Total amount payable $27,499	5 year loan term. Total amount payable $33,599

WAVERUNNER

/YamahaMarineNZ **yamaha-motor.co.nz**

LIVE LIFE LOCAL

PROUD GOLD PARTNER LEGASEA FISH FOR THE PEOPLE

***Terms and conditions:** Finance to approved personal applicants. Weekly repayments are the monthly equivalent of: (a) $270 for a EX $11,999 RRP incl. GST; (b) $393 for a SUPERJET $17,799 RRP incl. GST; (c) $455 for a VX DELUXE $20,699 RRP incl. GST; (d) $554 for a GP1800-R HO $25,399 RRP incl. GST; (e) $599 for a FX HO $27,499 RRP incl. GST; (f) $729 for a FX SVHO $33,599 RRP incl. GST . Offer is based on a fixed interest rate of 9.95% p.a. over a 5-year loan term with a $325 Application fee and $395 Dealer Administration Fee, and $8.05 PPSR fees. Offer is subject to YMF's credit and lending criteria. Offer available from participating authorised Yamaha dealers while stocks last from 12/12/2022 until 31/05/2023. Units must be warranty registered and finance contracts must settle on or before 31/05/2023. This finance promotion is available on advertised models only. Not available in conjunction with other offers. Finance is provided by Yamaha Motor Finance New Zealand Ltd. (YMF) NZBN 9429036270798 FSP 9622.